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U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

and

STATE OF MONTANA

DEPARTMENT OF HIGHWAYS

DRAFT  
ENVIRONMENTAL STATEMENT

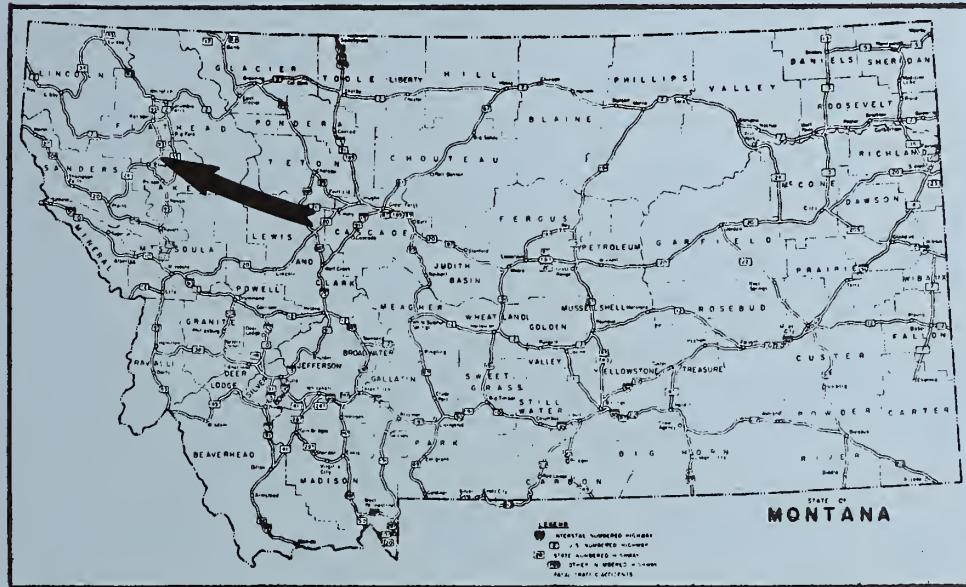
ADMINISTRATIVE ACTION  
FOR

STATE DOCUMENTS COLLECTION

AUG 30 1982

PROJECTS F-191 (15) and F-191 (30)  
ELMO-ROLLINS  
and  
FLATHEAD COUNTY LINE SOUTH

MONTANA STATE LIBRARY  
930 E Lyndale Ave.  
Helena, Montana 59601



This highway improvement is proposed for funding under Title 23, United States Code. This statement, for the improvement, was developed in consultation with the Federal Highway Administration and is submitted pursuant to 42 U.S.C. 4332 (2) (c).

H. J. ANDERSON, DIRECTOR OF HIGHWAYS

By Frank D. Rockwell  
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May 21, 1975  
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APPROVED AND ADOPTED BY:

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Montana State Library



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### Draft Environmental Statement

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## SUMMARY SHEET

### I. TYPE OF ACTION

- Administrative
- Draft
- Environmental Statement
- Combination Environmental/Section 4 (f) Statement
- Legislative
- Final

### II. PROJECT DESCRIPTION

The projects covered by this Environmental Statement will involve the reconstruction of approximately 13.0 miles of U. S. Highway 93 on the west side of Flathead Lake between Polson and Kalispell. The Elmo-Rollins project, F 191 (15), which is the southernmost project, starts about 2.5 miles northeast of the small community of Elmo, proceeds northeasterly for approximately 5.5 miles and ends northeast of Dayton. The Flathead County Line - South project begins at the end of the Elmo-Rollins project and proceeds northerly for about 7.5 miles to end at a point about 1 mile south of the Flathead - Lake County Line.

The exact alignment that will be followed is unknown at this time as various alternate alignments are being considered for each project.

A 44-foot wide paved highway with two-12 foot driving lanes and 10-foot shoulders will be provided.

### III. ENVIRONMENTAL IMPACTS

The major impact of these projects will be the provision of a safe and efficient highway facility to replace the narrow, dangerous roadway that now exists.

Further subdivision in the project area may occur as a result of the improved access. Also, the land that has already been subdivided may become more appealing to the public and easier to sell.

Some displacement of homes and businesses will be necessary, however, the number will depend on which alternate alignment is finally chosen. New right-of-way, including agricultural land, subdivided land, and private forested land will have to be purchased. The amount needed will again depend on which alternate alignment is selected.

Any changes from the existing alignment could reduce the exposure and accessibility of adjacent businesses and possibly reduce their volume of business.

Several archaeological sites may be affected.

A new bridge will be built across Dayton Creek and the existing bridge may possibly have to be removed. This may cause some temporary water pollution. No significant impacts on air quality are expected. Depending on which alignment is chosen, noise levels in some areas could exceed the allowable.

No significant impact on fish, wildlife, or waterfowl is expected.

The construction process will disrupt the area and necessitate detours, traffic delays, etc.

The projects will result in the expenditure of several million dollars and construction will consume about 670,000 gallons of oil based products.

#### IV. ALTERNATES

Seven alternate alignments are under consideration for the Elmo-Rollins project. These vary in length from 5.37 miles to 6.37 miles. Estimated costs range from \$2,300,000 to \$2,900,000. Between the beginning of the project and Dayton, all of the alternates, except No. 7 which follows the present highway, are located to the north and west of the existing highway with Alternates 5 and 6 being the farthest to the west. All except 5 and 6 pass through the small community of Dayton. From a point just east of Dayton to the end of the project, all of the alternates are on the same alignment and essentially follow the existing highway.

Three alternate alignments are under consideration for the Flathead County Line-South project. They vary in length from 7.56 miles to 7.73 miles and costs range from \$3,100,000 to \$4,100,000. One alternate essentially follows the present highway with the other 2 located generally to the west and north. Near the end of the project one alternate shifts to the east of the present highway.

V. FEDERAL, STATE, AND LOCAL AGENCIES AND OTHER ORGANIZATIONS FROM WHICH  
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VI. DATE DRAFT STATEMENT MADE AVAILABLE TO CEQ:

JUN 19 1975

DRAFT ENVIRONMENTAL STATEMENT

I. DESCRIPTION OF THE PROPOSED PROJECTS AND THEIR SURROUNDINGS

A. Location - The two subject projects are located in the northwestern portion of Lake County in northwestern Montana. They will involve the reconstruction of approximately 13.0 miles of U. S. Highway 93 on the west side of Flathead Lake between Polson and Kalispell. The attached maps (see exhibit section) show the location of the projects with respect to the entire State, Flathead Lake, Polson, Kalispell, and other small communities in the area.

The projects are within the north U. S. Highway 93 regional corridor which stretches from Missoula to the Canadian Line and passes through the counties of Missoula, Lake, Flathead and Lincoln. The south corridor covers the portion of U. S. 93 from Missoula to the Idaho Line. The city of Missoula is located 84 miles to the south of the projects and Kalispell about 30 miles to the north.

The Elmo-Rollins project, F191 (15), which is the southernmost project of the two, starts about 2.5 miles northeast of the small community of Elmo at the end of a section of highway that was built in 1962. This point of beginning is also about 2 miles northeast of the U. S. 93 - State Highway 28 junction. From there, the project proceeds generally in a northeasterly direction for approximately 5.5 miles and ends about 2.3 miles northeast of Dayton. Seven alternate alignments are being considered through this area and they are described in detail in the alternates section of this statement.

The Flathead County Line-South project, F191 (30), begins at the end of the Elmo-Rollins project and proceeds northerly for about 7.5 miles to a point about 1 mile south of the Flathead-Lake County line. Three different alternate alignments are being considered on this project and they are also discussed in the alternates section of this statement.

B. Purpose - U. S. Highway 93 is a major north-south route across western Montana. It begins at the Idaho border and extends northerly to the Canadian border, passing through Missoula and Kalispell, both of which are major cities in Montana. Since it is a major route, it carries a considerable amount of traffic (refer to item I-D), especially between Missoula and Kalispell.

U. S. 93 south of the Elmo-Rollins project and north of the Flathead County Line-South project has been rebuilt within the last fifteen (15) years and is a good highway. However, the existing highway within the project limits is very old and has a pavement width ranging from 22 feet to 24 feet. Much of the alignment is very poor and has numerous sharp and dangerous curves. Data from our 1973 sufficiency rating for this section of primary highway is as follows:

- 1) Foundation - maximum of 10 - rated at 0
- 2) Surface - maximum of 30 - rated at 8
- 3) Drainage - maximum of 10 - rated at 4
- 4) Safety - maximum of 20 - rated at 1
- 5) Capacity - maximum of 30 - rated at 21

The above ratings are very low for this type of major, primary highway and indicate that an improved highway is needed.

Therefore, the basic purpose of these two projects is to provide a new, improved, wider, and safer highway to serve the traveling public.

C. History - The existing highway from north of Elmo to the Flathead - Lake County line was built in 1932 and 1933 by the Montana Highway Department. Some improvement work has been done from time to time since it was originally built.

The highway has now been in continuous service for over 40 years and is in dire need of reconstruction. The possibility of rebuilding the Elmo-Rollins project was considered as far back as 1955 when the original survey for the project was made. Subsequent to that, design was started and by about 1964, the design was essentially complete and a considerable portion of the right-of-way had been acquired. However, because of higher priorities and the limited amount of funds, it became apparent that the project could not be let to contract for many years and work was therefore stopped. In 1968, the project was again brought back to life but by then design standards and methods and approval procedures had changed and become more complex. So design work started again with the intention of maximum utilization of the previous survey, design, and right-of-way that had already been purchased. By 1971, the project was once again back in right-of-way status and right-of-way appraisals were started. It soon became apparent that it was going to be very difficult to purchase the necessary right-of-way. There were numerous landowners in the vicinity of the project objecting to the alignment and wanting it shifted further west. Also, numerous subdivisions were platted which went right across the proposed centerline. Therefore, since it appeared that the problems were becoming almost insurmountable, the Montana Highway Commission on March 27, 1972, agreed to the undertaking of a complete re-evaluation of the location and design of the project. Since then, several

alternate alignments have been selected for further review and work is proceeding on the necessary location studies.

Approval to proceed with the preliminary engineering phase of the Flathead County Line-South Project was received in January, 1969. Since that time, various alternate alignments have been selected and work on the necessary location studies is underway.

Since the two projects were at similar stages of development and involved the same type of work, it was decided that the location studies, environmental statement, and other necessary work would be done together.

D. Traffic - The present average daily traffic on the two projects amounts to 1360 vehicles per day. Of this, approximately 13.3% is trucks. If pickups are considered to be trucks, then the total percentage of trucks would be 35.1%.

The design year traffic, which is the traffic expected 20 years after the project is let to contract, is expected to reach 3100 vehicles per day. The projects are being designed to adequately carry the traffic that is expected in the design year.

E. Scope of Work - The work to be performed on the two projects will consist of complete reconstruction of the existing highway to a new, up-to-date standard. A 44-foot wide paved highway with two 12-foot driving lanes and 10-foot shoulders will be provided.

The exact alignment that will be followed has not yet been determined as several alternates are under consideration for each project. The alternates being studied are described in the alternates section of this statement. No matter which one is chosen, the new alignment will be much better than the existing alignment as it will not have the sharp, dangerous curves that now exist.

A new bridge will be provided across Dayton Creek. The old bridge will be left in place to maintain traffic while the new bridge is being built and then traffic will be switched to the new bridge. The old bridge may or may not be removed depending on which alternate alignment is selected.

All conflicting utilities will be relocated before construction of the project begins.

Other work on the project will consist of providing adequate drainage facilities, topsoiling and seeding all disturbed areas, and signing and striping the new highway.

New right-of-way will have to be acquired throughout the length of the project. Some type of limited access is also being considered, although no final determination has yet been made. Initiation of this action would reduce the number of new approaches and help control their location, thereby reducing the adverse safety and capacity effects of too many approaches.

#### F. Existing Environment -

##### 1. Land Use -

###### a. The Region -

Development Trends - Todays development patterns of the Flathead and Bitterroot Valleys to a significant degree have evolved from a number of small settlements which contained shelter for workers associated with the early lumber industry. Many of these small settlements functioned as transfer points for the logs to be shipped to sawmill towns such as Missoula, Somers and Kalispell. As transportation facilities improved, lumbering operations became concentrated in sawmill towns leaving a number of the smaller communities to look to agriculture as an economic base. The agricultural oriented communities remained low in population while the lumber manufacturing

communities of Kalispell and Missoula continued to grow to become regional service centers. Contributing to the region's past and present growth, particularly with respect to the emerging recreation industry, has been the land ownerships and use patterns that have emerged preserving the area's unique resources.

Land Ownership and Use - Regional patterns of ownership and use indicate that by far the major portion of land use is devoted to activities of an extensive low density nature. The Montana Department of Health and Environmental Sciences regulations require a 20,000 square foot or greater lot size in areas lacking water and sewer services and this is considered to be low density development.

In review of Table I it can be seen that urban and built-up land represents a very small portion, less than two percent of the U. S. 93 corridor area. For the most part in Flathead and Missoula counties these lands are concentrated in the population centers of Kalispell and Missoula. Lake County urban and built-up lands are primarily distributed in small settlements ranging in size from 50 to 5500 persons with Polson being the largest Lake County Community.

Of significance is the amount of land included under Federal (U.S. Forest and National Park Service) and private forest ownerships. Over half of Lake County and over 90.0 percent of the Flathead and Missoula Counties are composed of forest lands which contribute highly to the recreational value of the U. S. 93 corridor area.

TABLE I  
LAND OWNERSHIP AND USE - 1967  
LAKE, FLATHEAD AND MISSOULA COUNTIES

	Lake	%	Flathead	%	Missoula	%
<b>Total Land</b>						
Area 1/	960,000	100.00	3,289,600	100.00	1,672,320	100.00
Federal	171,125	17.8	2,411,649	73.3	714,713	42.7
Urban and						
Built Up	19,115	2.0	17,347	0.5	18,000	1.1
Small Water						
Area 2/	5,000	0.5	6,524	0.2	4,989	0.3
Agriculture 3/	764,762	79.7	854,078	26.0	934,618	55.9
Cropland	115,471	12.0	115,679	3.5	43,646	2.6
Pasture	80,891	8.4	22,354	0.7	14,000	0.8
Range	180,472	18.8	49,820	1.5	74,079	4.4
Forest	375,963	39.2	657,119	20.0	790,303	47.3
Other	12,065	1.3	9,106	0.3	12,590	0.8

1/ Does not include reservoirs over 40 acres in size.

2/ Water areas from 2 to 40 acres in size.

3/ Includes private, state, and Indian owned lands, including tribal lands.

Source: Montana Data Book, 1970.

Recreation Resources - Outdoor recreational potential is largely in direct proportion to the natural qualities that exist within an area. The complex relationships between landforms, lakes, streams, flora, fauna, climate and accessibility that are found within the U. S. 93 corridor area, coupled with the multitude of acres devoted to National Forests and the primary attractions of Glacier National Park, Flathead Lake, Jewel Basin, and the Bob Marshall Wilderness, have contributed significantly to the recreational potential of the Lake, Flathead, and Missoula County areas. Glacier Park alone attracts over one million visitors annually, many of whom travel through the

project area. As a result of the growth of the recreational industry within the U. S. 93 corridor area, several changes relative to land use have been occurring. Private development has been taking place in the form of vacation homes, camping areas, motels, marina, and other service establishments. Public recreational development such as parks, campgrounds, picnic areas, hiking, riding and sightseeing trails, and fishing access sites can be found throughout the region. With increases in the demand for recreational activities and the growth of private and public development, greater pressures have been placed on highway facilities, particularly through the project area.

b. Project Area

(i) Land Ownership (Refer to Exhibits)

Flathead National Forest

The Flathead National Forest is located to the north and west of the project area. Although the National Forest Boundary is near the project, there are no Forest Service Lands included within the U. S. 93 Project Area. Contact with the U. S. Forest Service, indicates that the proposed highway project would not interfere with any Flathead National Forest Plans.

Flathead Indian Reservation

The Indian Reservation Boundaries include the entire southern half of the U. S. 93 project area. All of F191 (15), Elmo-Rollins, and the southern portion of F191 (30), Flathead County Line-South, projects are encompassed by the reservation boundar-

ies. Approximately 85 percent of the total reservation land is owned by non-Indians. Within the project area, the amount of Indian owned land is very small, probably amounting to less than 10%. Only 2 of the alternates under consideration would affect any of this Indian owned land.

#### Montana Department of Fish and Game

Fish and Game holdings within the project area consist of the 39.5 acre Elmo Recreation Area, the 3.4 acre Juniper Beach Fishing Access Site and the 140 acre West Shore State Park. Contacts with the Montana Department of Fish and Game indicate that no further sites are being considered for acquisition and there are not plans for expansion of existing facilities.

#### (ii) Existing Land Use

Settlement patterns in general consist of low density development oriented primarily to the existing alignment of U. S. 93 and the shore of Flathead Lake. The Elmo-Rollins portion of the project area mainly encompasses three mixed permanent-seasonal residential areas, the community of Dayton and an agricultural area located on the Dayton and Proctor Creek drainage. Due to topographic limitations, the present alignment of U. S. 93, and demands for Flathead Lake frontage, a concentrating effect on residential development has resulted. Within the Flathead County Line-South portion of the project area, due to severe topographic limitations and dense forest lands, construction of permanent and summer residences has been more dispersed. Favorable climatic conditions have allowed

the growing of a number of small scattered orchards. The following narrative discusses in more detail existing project area land use activity.

#### Residential

For the most part permanent and seasonal single family residential structures are intermixed throughout the project area. The same intermixing condition is found to be true relative to new construction. Of permanent residential structures, non-farm residences are generally oriented to the lake shore reflecting demands for land of high scenic and recreational value. Farm residential structures on the other hand are more dispersed in nature and located in most cases west of the U. S. 93 alignment. Three primary areas of concentrated, non-farm residential development are found within the Elmo-Rollins project area occurring between project beginning point and the community of Dayton. The present density of these areas is approximately one dwelling unit per 20,000 square feet which conforms to Montana Department of Health requirements for private water wells and septic tank systems. However due to topographic and high water table conditions within these concentrated development areas, any further lot reductions could result in substandard lot sizes and increase potential health hazards.

Residential development within the community of Dayton is generally located back a distance of at least 100 feet from the existing U. S. 93 roadway alignment. Residential

densities for the most part within Dayton are low with the exception of the southeast portion of the community. In this area dwelling unit ratios have been reduced below the Montana Department of Health's 20,000 square foot requirement. The Comprehensive Area-Wide Water and Sewer Plan, 1970, for the State of Montana proposes a central water and sewer system for Dayton. Remaining residential development within the F191 (15) project area contains primarily a more scattered single family residential development again, concentrated along the Flathead Lake Shore. Of the Flathead Lake Shore development, greatest residential densities are found in the Rollins area. These single family residential structures meet Montana State Board of Health requirements and are located a considerable distance from the existing U. S. 93 alignment.

#### Commercial

Retail facilities within the project area consist mainly of combination store-gas station operations. Two of these facilities are located at Dayton and one at Rollins. In addition a locker plant, tourist museum and another store-gas station facility are located just south of Rollins. In the northern portion of the project area, located off the U. S. 93 alignment, is a restaurant-inn facility. These retail facilities are all oriented to the existing U. S. 93 alignment.

Tourist facilities such as overnight cabins and motel accommodations are mainly confined within the F191 (30) project area. One small cabin facility is located immediately adjacent to the existing U. S. 93 alignment at Rollins near Table Bay. In this same vicinity are located motel accommodations on the Lake Shore. Just north of this area is a fishing camp and trailer court facility which is situated immediately adjacent to the existing U. S. 93 right-of-way on Flathead Lake.

#### Industrial

Industrial land use activity within the project area is limited to agribusiness. Two poultry farms appear to be the only facilities of an industrial nature within the project area and are located near Rollins.

#### Recreation

Public recreational facilities are comprised mainly of those provided by the Montana Fish and Game Department. The Elmo recreation area is located approximately 2000 feet southwest of the beginning of project F191 (15) and provides camping, picnicking, fishing, swimming and boating opportunities.

Approximately 1½ miles northeast of the Elmo Recreation Area is the Juniper Beach Fishing Access. This recreational facility provides mainly fishing and access to Flathead Lake. West Shore State Park, also a Montana Department of Fish and Game facility, is located at the northern terminus of F191 (30). This facility provides excellent facilities

for camping, swimming, boating and access to Flathead Lake. A private camping facility with swimming pool accommodations is located just south of Rollins.

Federal Aid Secondary 352 at Dayton provides access to the Lake Mary Ronan Recreational Area located just outside the project area. Camping, fishing and swimming facilities are provided at the Lake Mary Ronan site.

Semi-public church camp facilities are provided by the United Methodist Church at Rollins and by the Presbyterian Church just north of the terminus of F191 (30).

#### Community Facilities

School facilities of the project area include two small, older elementary schools. The elementary school located at Dayton is located on a small site adjacent to the existing U. S. 93 alignment. On a larger site is the Rollins area elementary school site, located approximately 1000 ft. from the existing U. S. 93 alignment.

Church facilities other than the church camps previously mentioned in the recreation section are located at Dayton and Elmo.

The Rollins area Volunteer Fire Department equipment is housed just south of the elementary school.

Just west of Dayton, outside of the limits of the project alternates, is located the only known cemetery in the project area.

## Cultural

According to the University of Montana Department of Anthropology, there are sixteen known historical and archaeological sites located within or adjacent to the F191 (15) and F191 (30) project areas. Three of these sites are located along Dayton Creek. None of the 16 sites are included in the National Register of Historic Places or the State Historical Preservation Plan.

## Agriculture

The largest portion of the F191 (15) Project Area consists of open rangeland with scattered forests at the upper elevations. Dayton Creek and Proctor Creek west of Dayton form a small subirrigated valley containing croplands and haylands.

Surrounding Rollins within the F191 (30) project area and including a small area approximately one mile south of the West Shore State Park, are farmlands sub-irrigated by perennial streams and mountain snow melt. Due to the sloping topography of the locality a major portion of these farmlands are used for pasture. Also found within the F191 (30) project area, due to small pockets of favorable climatic conditions, are apple and cherry orchards.

## (iii) Land Use Planning

At the present time there are no known existing general plans or proposed land use plans included within

or encompassing the project area. Three planning organizations do have jurisdictions which would include the project area of the two proposed highway projects. These planning organizations are the Flathead Indian Reservation, The Regional Planning Association of Western Montana and the Lake County Planning Board.

The Confederated Salish and Kootenai Tribes of the Flathead Reservation Planning Process is currently involved with an inventory and mapping phase with respect to reservation resources. Tribal inputs to this statement consisted of:

- (1) Coordination and evaluation of reservation planning efforts with respect to the proposed F191 (15) Project.
- (2) Review of 4 (F) lands and lands of cultural significance to the reservation.

The Regional Planning Association of Western Montana presently provides planning services to a nine county area in Western Montana. Counties encompassed by the Regional Planning Association include Flathead, Granite, Lake, Lincoln, Mineral, Missoula, Powell, Ravalli and Sanders Counties. Similar to the Flathead Indian Reservation, the Regional Planning Association of Western Montana has been primarily concerned with resource inventory and mapping. Other functions of the Association have been planning education, assistance to member counties in the organization of planning boards, and to assist established boards with their planning activities. The regional planning organization provided substantial assistance in furnishing both back-

ground and resource inventory data for this statement.

Specific areas of assistance included:

- (1) Coordination between the Montana Department of Highways and Lake County governments in respect to the proposed projects and planning - design-evaluation process.
- (2) Provision of inventory data relative to geology, earthquake epicenters, soils, and land ownership patterns.

Since the newly formed Lake County Planning Board was in the preliminary organization stage, it did not provide input into the preparation of this draft environmental impact statement. The new County Planning Board will be furnished with a copy of this Draft Environmental Impact Statement for review and comment.

2. Terrain - The project area's terrain can be described as mountainous to the north and large rolling hills and rock outcroppings to the south. All drainages drop off toward the shore of Flathead Lake. A large drainage formed by Dayton Creek and Proctor Creek flows eastward intercepting Flathead Lake and the project near Dayton. Two other smaller drainages formed by Birch and Big Lodge Creeks are found near Rollins. Relief of the project area varies from 2900 feet above mean sea level on the west shore of Flathead Lake to 4500 feet within the Hog Heaven Mountain Range about 2 miles southwest of Rollins. The extremes in local relief have had considerable influence on project area settlement patterns.

3. Stream Crossings - Dayton and Proctor Creeks form the basic perennial stream drainage pattern for the southern half of the project area. These creeks drain into Flathead Lake near Dayton. There are also 5 intermittent streams providing additional runoff during the snowmelt and wet seasons of the year.

Birch, Big Lodge, and Forrey Creeks form the perennial stream system on the northern half of the project. In addition, there are also 4 intermittent streams in this area.
4. Geology - The general geology of the subject projects consist primarily of till, argillite bedrock and gravels derived from Dayton Creek. Similar geologic conditions exist on each of the alignments.

The first mile or so of the project consists primarily of glacial till containing silts with lesser amounts of gravel. Steeply dipping bedrock is encountered in the next 2 miles. Bedrock consists of dark maroon quartzitic argillite of Pre-Cambrian age. Bedrock is overlain in places by till and in the valley of Dayton Creek drainage, gravel overlays the bedrock. North of the Dayton Creek Drainage, till overlies the bedrock and a few rock exposures are noted ahead on station until argillite rock exposures outcrop about 2.5 miles north of Dayton. Rock and in places, sand - silty till is encountered throughout the remainder of the project.
5. Climate - Surrounded by sheltering mountains, the project area and the Flathead Valley in general has a very mild climate considering its elevation and latitude. The natural barrier of the Rocky Mountains wards off and deflects to the southeast, the great majority of cold waves that sweep down from Canada. In the valley, there are no blizzards, hot winds, tornadoes, or hurricanes. Periods of severe cold are very

infrequent and do not last very long. There have been winters when the temperature has not reached zero degrees. There is hardly any wind as the average wind velocity of 4.6 miles per hour is very low. Summer weather is also mild with the daytime temperature rarely reaching 90° and cool nights.

The mean annual temperature for the area is 41.4 degrees and the average annual rainfall amounts to about 14 inches.

6. Population - Population of the three counties comprising the north U. S. Highway 93 corridor area has grown considerably during the last few decades reaching 112,168 inhabitants by 1970. Since 1950, total population numbers for Flathead, Lake and Missoula counties have increased by almost forty percent. (Refer to Table II) Missoula County had the largest growth in population indicating an increase of almost 65.0 percent within the twenty-year period. Representing the lowest growth rate of the three county area during the two decades was Lake County with a population increase of 4.4 percent. Responsible for the low growth rate was the loss in population by Lake County between 1950 and 1960. During this period the county experienced a population loss of 721 persons as a result of 2,447 persons moving out of the county while having an excess of 1,726 births over deaths. (Refer to Chart I)

Major communities within the corridor area have also shown substantial increases in population. Without including urban area populations, the City of Missoula grew from 22,385 persons in 1950 to 29,497 by 1970 representing over a 30.0 percent increase. Both the cities of Kalispell and Polson indicated over 8.0 percent increases

CHART I

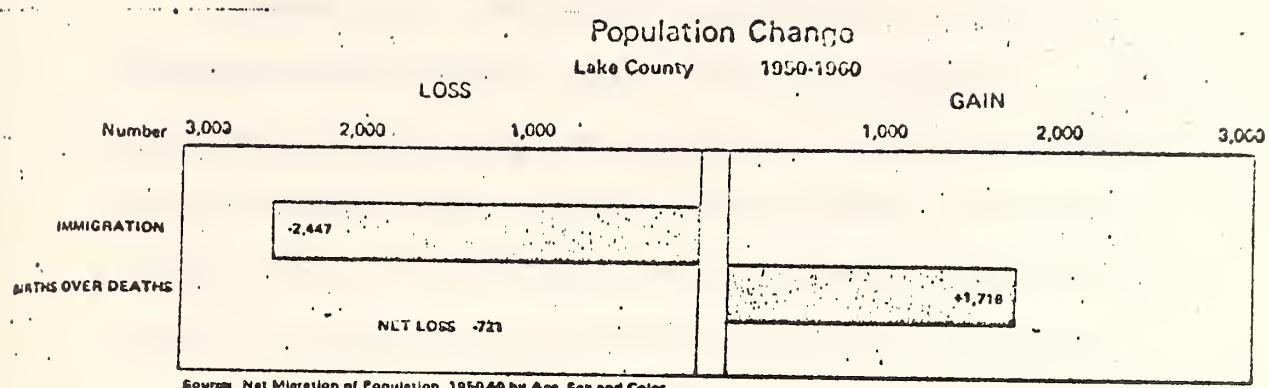


TABLE II

POPULATION NUMBERS - U.S. 93 CORRIDOR AREA

County	1950	1960	1970	Percent Increase 1950-70	Percent Increase 1960-70
Flathead	31,495	32,695	39,460	+25.3	+19.7
Lake	13,835	13,104	14,445	+ 4.4	+10.2
Missoula	35,493	44,663	58,263	+64.2	+30.5
Total Corridor Area	80,823	90,732	112,168	+38.8	+23.6

SOURCE: U.S. Census of Population 1970, 1960, 1950

during the same twenty year time period. (Refer to Table III) The City of Polson had its largest population gain during the 1960-70 decade amounting to 6.5 percent or 150 persons.

The West Shore Census County Division, which encompasses the project area, increased in permanent population numbers from 579 to 642 during the 1960-70 decade. (Refer to Table IV) This 10.9 percent growth rate can be attributed in a large part to increases in the Indian population and in migration of out-of-county and out-of-state residents.

### Conclusions

1. The entire U. S. Highway 93 corridor area increased in population between 1960 and 1970.
2. The City of Missoula and Missoula County accounted for the largest population increase with Flathead County being second.
3. Although the City of Polson and Lake County indicated small and negative population changes from 1950 to 1960, respectively, growth rates significantly increased from 1960 to 1970.
4. It is anticipated that the U. S. 93 corridor area will continue to be one of the fastest growing regions within The State of Montana. (Refer to Table V)

TABLE III  
POPULATION OF MAJOR COMMUNITIES  
U.S. 93 CORRIDOR AREA

City	1950	1960	1970	Percent Increase 1950-70	Percent Increase 1960-70
Kalispell	9,737	10,151	10,526	+8.1	+3.7
Missoula	22,485	27,090	29,497	+31.2	+8.9
Polson	2,280	2,314	2,464	+8.1	+6.5

SOURCE: U.S. Census of Population 1970, 1960, 1950.

TABLE IV  
POPULATION NUMBERS

Area	1960	1970	Percent Increase 1960-70
West Shore County Census Division			
Lake County	579	642	+10.9

SOURCE: U.S. Census of Population 1970, 1960.

TABLE V  
POPULATION PROJECTIONS TO 1985

Urban Area <u>1</u>	1970 Population	1985 Estimates
Missoula	52,300	86,600
Kalispell	19,900	25,300
Polson	4,100	5,400

SOURCE: Upper Midwest Council, January 1973.

1 Includes Contiguous non-farm population.

## 7. Economic Characteristics

### a. Family Income Distribution

Income of Lake County families has increased considerably since 1960. (Refer to Table VI) Median income rose from \$4183 in 1960 to \$6786 in 1970 representing a 62.2 percent gain. Decreases were indicated in the number of families within all income ranges below \$6000 with the opposite being true for families in the income ranges \$6000 and above. Percentage increases in the number of families with incomes over \$8000 ranged from 102.9 percent to a high of 577.5 percent. The largest increase was in the income range of \$10,000 to \$14,999 which in 1970 had 691 families as compared to 102 families in 1960.

TABLE VI  
FAMILY INCOME AND DISTRIBUTION  
LAKE COUNTY

Family Income Distribution	1960	1970	Percent Increase 1960-70
Under 1,000	222	153	-31.1
1,000 to 1,999	401	186	-53.6
2,000 to 2,999	439	287	-34.6
3,000 to 3,999	459	344	-25.1
4,000 to 4,999	515	255	-50.5
5,000 to 5,999	381	327	-14.2
6,000 to 6,999	277	359	+29.6
7,000 to 7,999	200	245	+22.5
8,000 to 8,999	139	282	+102.9
9,000 to 9,999	48	240	+400.0
10,000 to 14,999	102	691	+577.5
15,000 to 24,999	39	251	+543.6
\$ 25,000 +	8	48	+500.0
Median Income	\$ 4183	\$ 6786	+62.2

SOURCE: U.S. Census of Population 1970, 1960.

Table VII compares the income of the entire county to the income of the West Shore Census County Division which approximates the project area. It can be seen that the mean income of the West Shore Census County Division is considerably less than the overall county average.

Table VII

## LAKE COUNTY FAMILY INCOME AND DISTRIBUTION: 1970

Family Income	County Number	County Percent	West Shore CCD 1/ Number	Percent
<b>Income</b>				
\$under 1,000	153	4.2	6	4.5
1,000 to 1,999	186	5.1	14	10.5
2,000 to 2,999	287	7.8	26	19.4
3,000 to 3,999	344	9.4	17	12.7
4,000 to 4,999	255	7.0	--	0.0
5,000 to 5,999	327	8.9	29	21.6
6,000 to 6,999	359	9.8	3	2.2
7,000 to 7,999	245	6.7	3	2.2
8,000 to 8,999	282	7.7	--	---
9,000 to 9,999	240	6.5	6	4.5
10,000 to 14,999	691	18.8	25	18.7
15,000 to 24,999	251	6.8	5	3.7
\$25,000	<u>48</u>	<u>1.3</u>	--	---
TOTAL	3668	100.0	134	100.0
MEAN INCOME	\$7718		\$5830	

Source: U.S. Census of Population - 1970

1/

West Shore Census County Division Approximates the Highway Project Area

b. Labor Force and Employment

Between 1960 and 1970 the Lake County civilian labor force increased by 9.5 percent or slightly over 400 persons. During this same time period the total number of persons employed grew by 504, thereby reducing the unemployment rate from 9.1 percent to 6.5 percent. (Refer to Table VIII) A review of employment by industry reflects significant decreases in both agriculture, forestry, fisheries category, and wholesale trade. Agriculture, a basic industry to Lake County, declined in employment by over 200 workers paralleling state and national trends. The recent tendency towards fewer and larger wholesale distributing facilities located in the urban service centers of Montana may have accounted for the downward shift in wholesale employment. Industries indicating substantial gains in the number of workers employed were manufacturing, retail trade, services (includes insurance, real estate and finance) and government. Both manufacturing and retail trade account for employment increases ranging from 25.0 to almost 28.0 percent respectively. Lake County manufacturing principally consisted in the fabrication of furniture, lumber and wood products. Largest employment increases, as elsewhere in Montana, were found in the services and government employment categories with both reflecting over 30.0 percent gains. Increases in manufacturing, retail trade, services and government employment more than offset the jobs lost in agriculture.

TABLE VIII  
LABOR FORCE AND EMPLOYMENT  
LAKE COUNTY

	1960	1970	Percent Change 1960-70
Civilian Labor Force	4404	4821	+ 9.5
Employed	4003	4507	+12.6
Unemployed	401	314	-21.7
Percent	9.1	6.5	- 2.6
Agriculture, Forestry and Fisheries	1204	996	-17.3
Mining	10	22	+120.0
Construction	198	218	+10.1
Manufacturing	437	546	+24.9
Transportation, Communications and Utilities	219	238	+ 8.7
Wholesale Trade	77	51	-33.8
Retail Trade	669	854	+27.7
Insurance, Real Estate, Finance	73	129	+76.7
Services	626	846	+35.1
Government	455	607	+33.4
Other	35	----	-----

SOURCE: U.S. Census of Population 1970, 1960.

In comparison to the entire county, it appears that the West Shore Census County Division suffered considerably more unemployment. (Refer to Table IX)

Table IX  
LAKE COUNTY LABOR FORCE AND EMPLOYMENT: 1970

	<u>Lake County</u> Number	<u>Lake County</u> Percent	<u>West Shore CCD. 1/</u> Number	<u>West Shore CCD. 1/</u> Percent
Civilian Labor Force	4821	100.0	132	100.0
Employed	4507	93.5	110	83.3
Unemployed	314	6.5	22	16.7
Agriculture, Forestry and Fisheries	996	22.1	6	5.4
Mining	22	0.5	6	5.4
Construction	218	4.8	6	5.4
Manufacturing	546	12.1	5	4.6
Trans., Comm. and Util.	238	5.3	6	5.5
Wholesale Trade	51	1.1	---	-----
Retail Trade	854	19.0	10	9.1
Ins., Real Estate, Fin.	129	2.9	18	16.4
Services	846	18.8	29	26.4
Govt.	607	13.4	24	21.8

Source: U.S. Census of Population 1970

1/ West Shore Census County Division Approximates the Highway Project Area

c. Major Economic Industries

The ranking of major economic industries by worth to the local economy is very difficult to determine since produce value (Refer to Table X) in the case of manufacturing represents value added to a product, in retail trade it represents product sales, and in selected services receipts are used. Selected services is another obstacle because statistics available represent only a portion of the total service industry. In attempting to rank each industry relative to its contribution to the local economy three basic factors should be considered which are: (1) product value as previously discussed, (2) number of employees (jobs produced), and (3) payroll (earnings available to buy goods and services). Agriculture would be considered of primary importance to the local economy with manufacturing second, retail trade and services would be third and fourth respectively and government services fifth. Wholesale trade would be sixth, transportation, communications, and utilities seventh, construction eighth, and mining ninth, in economic importance to their contribution to the Lake County economy.

TABLE X

## WORTH OF MAJOR ECONOMIC INDUSTRIES

BY RANKING

LAKE COUNTY

Industry	Date	Product Value	Establishments	Employees	Payroll
Agriculture $\angle 1$	(1969)	\$11,716,664	1012	1435	\$2,431,587
Mining $\angle 2$	(1968)	71,000	---	20	-----
Construction $\angle 2$	(1972)	-----	16	106	108,000
Manufacturing $\angle 2$	(1967)	6,300,000	29	305	3,800,000
Trans, Comm, Util. $\angle 2$	(1972)	-----	10	59	97,000
Wholesale Trade $\angle 4$	(1967)	3,979,000	14	42	214,000
Retail Trade $\angle 4$	(1967)	19,830,000	170	487	1,758,000
Selected Services $\angle 4$	(1967)	\$ 1,147,000	81	64	2,538,000
Government $\angle 2$	(1969)	-----	-----	927	\$ 3,708,000

SOURCE:  $\angle 2$  County Business patterns 1972  
 $\angle 1$  U.S. Census of Agriculture 1969  
 $\angle 3$  Estimated using an average annual income of \$4000 per year  
 $\angle 4$  U.S. Census of Business

## Conclusions

1. Lake County family income expanded from a median of \$4183 to \$6786 between 1960 and 1970 with greatest increases seen in the \$9000+ income levels. However, the Highway Project area did not totally share in the expanded family income. In terms of 1970 family mean income, Lake County's \$7718 was \$1888 above the West Shore Census County Division's (The West Shore C.C.D. characteristics would approximate the Highway Project Area) family income of \$5830. Almost 70 percent of the families within the West Shore Census County Division earned less than \$6000 as compared to slightly over 40 percent for all Lake County.

2. Labor force characteristics indicate Lake County's work force and employment increased moderately while unemployment dropped 2.6 percent since 1960. Table IX suggests that the Project Area suffered substantially greater unemployment, 16.7 percent in 1970, in relation to Lake County's total of 6.5 percent.

3. Agriculture, still the leading employer for Lake County, dropped in employment by 17.3 percent. Substantial total County gains were seen in the manufacturing, retail trade, services and government sectors. Unlike total Lake County employment figures, the agriculture, forestry and fisheries industry comprises only 5.4 percent of the West Shore C.C.D. total employment. However, following Lake County trends was an increasing emphasis in the services and public administration sectors by Project Area employees.

4. Agriculture and wood products manufacturing respectively provide the economic base and the largest share of employment opportunities for Lake County with the exception of the West Shore Census County Division. In accord with total Lake County characteristics in the Project Area's growing economic dependence on the retail, service and government segments of the local economy for employment.

8. Fish and Wildlife - The only fisheries encountered along the Elmo-Rollins Project are Dayton Creek and Flathead Lake.

According to the Montana Department of Fish and Game, no inventory of the fish population of Dayton Creek has been made. Ronan Creek, the outlet of Lake Mary Ronan and a tributary of Dayton Creek, has been sampled and found to contain rainbow trout, cutthroat trout, and kokanee salmon. It is probable that these species also inhabit Dayton Creek. In addition, it is possible that fish from Flathead Lake use Dayton Creek for spawning.

In general, Dayton Creek provides a poor fishery because of heavy dewatering from irrigation, and siltation due to intensive grazing.

Flathead Lake, the largest natural body of fresh water west of the Mississippi, is one of the most important recreational areas in western Montana. Fishing forms an important part of this recreational resource. The following list shows the species of fish present in the lake and their relative abundance (Douglas MacCarter, 1972).

<u>Species</u>	<u>Abundance*</u>
Lake Trout	C
Dolly Varden	C
Brook Trout	R
Cutthroat Trout	C
Rainbow Trout	R
Kokanee	A
Mountain Whitefish	C

<u>Species</u>	<u>Abundance*</u>
Pygmy Whitefish	R
Lake Whitefish	C
Largemouth Bass	C
Yellow Perch	C
Northern Squawfish	A
Peamouth	A
Pumpkinseed	C
Largescale Sucker	C
Longnose Sucker	C
Redside Shiner	C

\*A - abundant; C - common; R - rare

White-tailed deer, mule deer, ring-necked pheasant, and Hungarian partridge are seen occasionally in the fields adjacent to Dayton Creek. The general lack of interspersed cover types and intensive grazing by livestock prohibits this from being an important deer range. The lack of extensive grain farming and heavy grazing probably inhibits production of game birds.

Residents of the area report that ducks nest along Dayton Creek. Moose and elk are found in the mountains to the northwest of the project, but are seldom seen adjacent to the road. Blue grouse, spruce grouse, and ruffed grouse also occur in the more heavily wooded areas to the northwest.

No species classified as endangered under the Endangered Species Act of 1969 are known to be present near the proposed project.

Flathead Lake is the site of a relatively large concentration of ospreys. This species is not classified as endangered or threatened by the federal government, but has been the subject of numerous in-

vestigations because populations appear to be declining in some areas due to ingestion of toxic pesticides.

The osprey population of Flathead Lake areas has been studied by Donald MacCarter (1972) and Douglas MacCarter (1972). Review of these papers and correspondence with the authors indicates that the proposed projects do not traverse prime osprey habitat. No known nests are located so as to be affected by the construction.

The Flathead County Line South project traverses the shore of Flathead Lake, but does not cross any drainages containing fish.

The extensive mixture of pastures, orchards, and coniferous forest make the area bordering this project an important deer range, especially in the winter. Elk and moose are found in the mountains to the northwest, but are seldom seen near the road.

Mountain grouse occur along the route, but this is not pheasant, Hungarian partridge, or duck habitat.

9. Vegetation - The major vegetation types encountered along the alternates for the Elmo-Rollins project include open pastures used for grazing cattle and horses and a few hay fields along Dayton Creek. The area generally lacks dense stands of timber, although scattered stands occur in places.

Common pasture grass species include: Kentucky bluegrass, Smith melic, green needlegrass, bluebunch wheatgrass, wheatgrass, needle and thread, western wheatgrass, and cheatgrass brome.

Common forbs include: common salsify, yarrow, alfalfa, lupine, and yellow paintbrush.

Woods rose, common snowberry, western snowberry, service berry, and squaw current are common shrubs.

The major tree species are Ponderosa pine and Rocky Mountain Juniper. Douglas-fir occurs less commonly.

The vegetation along Dayton Creek is a dense tangle of deciduous trees and shrubs. Common species include black cottonwood, chokecherry, water birch, willow, and western snowberry.

The Flathead County Line South project traverses a much more heavily wooded area. Open pastures are present, but are relatively small due to remnants of forest. Cherries and apples are grown in many small orchards throughout this area.

The forested areas are composed primarily of Douglas fir, Ponderosa pine, and western larch. Rocky Mountain Juniper occurs much less frequently.

Mountain maple, water birch, mockorange, common and western snowberry, mountain spray, and service berry are found bordering orchards and pastures.

10. Transportation Facilities - U. S. Highway 93 is the major transportation facility in the area. It is a part of the Montana Primary Highway System and its primary routing number is FAP 5. U. S. 93 is intersected by State Highway 28 or FAP 36 just south of the project area at Elmo. The only other highway within the project area is Federal Aid Secondary 352 which intersects U. S. 93 at Dayton and runs northwest for approximately 5.5 miles to Lake Mary Ronan.
11. Utilities - There are power and telephone lines running along the existing highway for the entire length of the project area.

Existing water and sewer facilities are limited to individual water wells and septic tanks. Plans for central systems have been considered by the Comprehensive Area-Wide Water and Sewer Plan - 1970, for both Dayton and Rollins.

## II. PROBABLE ENVIRONMENTAL IMPACT

A. Broad Impacts - The major broad impact of these projects will be the provision of a safe and efficient highway facility to replace the narrow, dangerous roadway that now exists. This type of facility is becoming more and more necessary for emergency and commercial vehicles as well as the general traveling public.

These projects will be beneficial to both the State and the region by providing a highway facility that will better serve the traveling public. Tourists from throughout the U. S. will have a safer and more efficient highway upon which to travel through the area. The cities of Polson and Kalispell will essentially be tied closer together and travel between them will be much easier and quicker. Access to religious, cultural, recreational, and employment opportunities will be much better for those persons that live in the project area. Emergency services should be faster and school busses will have a better and safer facility over which to transport students.

Due to the improved highway that will be provided, more land may be subdivided for home or cabin sites. Also, the land that is already subdivided, but has not been sold, may become more appealing to the public and easier to sell. An increase in actual development of the homesites may also occur. A considerable amount of land that has already been subdivided will be needed for right-of-way, however, the exact amount will depend on the alignment that is selected. This is discussed in more detail

in the Alternates Section of this statement.

The projects will affect to some degree, 4 different major subdivisions in the area. The subdivisions affected are Grinde Tracts, Cromwell Villa, Juniper Shores, and Silver Salmon Shores.

Information concerning the alternates involved with each subdivision, the number of parcels affected, etc. is as follows:

Subdivision	Alternates Involved	Total Parcels in Subdivision	Number of Parcels Affected	Number of Parcels Developed	Parcel Size
Grinde Tracts	Alt. 1,	52	24	28	20,000 sq.ft.
	Alt. 1,2		24		
	Alt. 1,3		24		
	Alt. 1,4		24		
	Alt. 1,6		24		
	Alt. 7		24		
	Alt. 5,1		0		
Cromwell Villa	Alt. 1,	60	22	3	174,200 sq.ft. to 1,000,000+ sq.ft.
	Alt. 1,2		22		
	Alt. 1,3		22		
	Alt. 1,4		22		
	Alt. 1,6		22		
	Alt. 7		22		
	Alt. 5,1		10		
Juniper Shores	All Alternates	34	3	5	50,000 sq.ft. to 240,000 sq.ft.
Silver Salmon Shores	All Alternates	41	12	9	37,500 sq. ft.

Secondary impacts may also result from construction of the F 191 (15) and F 191 (30) projects relative to increased accessibility and traffic exposure to the project area. Spurred new development in the form of homesites and visitors to the area will place increased demands on public services and facilities. Assuming that the proposed highway projects act as a catalyst to only existing undeveloped subdivision tracts approximately 185 new residential structures would be found in the project area.

Utilizing a 1970 Census factor of 3.2 persons per occupied unit the project area's population could increase by 592 persons of which 336 would be permanent residents and 256 the additional seasonal population. (This ratio was determined by using the 1970 Census of Housing proportion of seasonal dwellings to total dwellings for the West Shore Census County Division of Lake County) A permanent population increase of 336 residents would account for over a fifty percent increase in the project areas permanent population. Project Area secondary impacts are described as follows:

(1) Schools

In using present ratios of Lake County school age children to total population an estimated 60 new grade school children would be attending the Dayton and Rollins elementary school facilities. An additional load of approximately 45 high school students would be generated out of the new permanent population.

(2) Police Protection

The Lake County Sheriffs Department would be required to increase law enforcement services for 185 new residential structures, 336 new permanent residents or an additional summer population of 592. Additional protective services would be required for new generated retail and service establishments.

(3) Fire Protection

The Rollins Area Volunteer Fire Department and other fire fighting organizations may be required to serve an additional 185 new residential structures as well as new generated retail and service developments.

#### (4) Recreation Facilities

Beaches, fishing access and boat launching areas demands would more than double with the additional local population numbers and visitors generated from increased traffic through the project area. This is brought on with respect to new local residents since a large part of the existing Flathead Lake Shore is already privately developed.

Similar secondary impacts would result to locally available emergency, medical, social, cultural and educational services in Kalispell and in addition to these services county government services in Polson.

Some displacement of existing homes and businesses is going to be necessary for the projects, however, the number will depend on which alternate is finally chosen as the selected alignment. The number of displacements for each alternate is discussed in more detail in the Alternates Section of this statement. All relocation will be handled in accordance with the Montana Department of Highways standard right-of-way procedures which will provide relocation assistance for all displaced homes and businesses. No one would be moved until adequate replacement facilities had been secured.

The availability of decent, safe, and sanitary housing is rather limited as local realtors have very few homes listed for sale in the project area. However, there are 5 real estate agencies in Lakeside, which is located about 4 miles north of the end of the F 191 (30) project, which have subdivision tracts, lakeshore properties, and acreages listed for sale in the project area. There are also real estate agencies in Big Arm, Kalispell, and Polson which have lake shore and subdivision properties listed for sale. Therefore, it is assumed that most of the

relocation will have to be accomplished by building new homes, providing mobile homes, or moving the present dwellings. Mobile homes and pre-built homes are for sale in both Kalispell and Polson. There are building contractors in Polson, Kalispell, and Big Fork and house movers in Kalispell.

No natural landmarks, parks, wildlife or waterfowl refuges will be affected by these projects. Consultation with the National Register of Historic Places and the State Historical Preservation Plan indicates that these projects will not affect any National Register or State Preservation Plan properties. Also, the State Historical Preservation Officer of Montana was contacted concerning any possible project effects upon any historical or archaeological sites which may be in the process of nomination to the National Register or the State Preservation Plan. We were informed that the project would not affect any such sites.

Depending on which alternate is finally selected, the projects may affect several of the 16 known archaeological sites mentioned previously. However, before the project is let to contract, the statewide archaeological survey will be furnished plans so that they can review the projects and do any work that they feel necessary. Also, if during construction, any significant archaeological sites or artifacts are encountered, the work shall be temporarily discontinued and archaeological authorities contacted to determine the significance and disposition of the find.

Depending on which alignment is finally chosen, the projects could have a considerable affect on commercial facilities such as stores, gas stations, motels, cabins, etc. Any changes from the existing alignment could reduce the exposure and accessibility of these businesses and thereby reduce their volume of business.

Economic activity in the project area will undoubtedly increase while the projects are under construction. However, this increase in activity will be short-lived and last only as long as it takes to complete the projects. If the increased subdivision activities mentioned earlier should occur, economic activity in regard to land sales, building trades, and local services would also increase. This type of economic activity would be of a longer lasting nature and would not stop when the project was completed.

Since the infringement of the Elmo-Rollins Project on Flathead Lake, will be either non-existent or very minor, the only impact on fisheries' resources will be from crossing Dayton Creek. If construction were to impede stream flow or cause heavy siltation, fish spawning and aquatic insect populations would be likely to suffer.

Adverse impacts will be largely avoided by bridging the stream with a structure (not a culvert) which would allow free flow of the creek. Since the creek is only 10-15 feet wide, except at its mouth, piers in the channel will be avoided.

This will have the additional benefit of minimizing siltation.

Other important measures which will be taken include:

- (1) The creek will be crossed so as to avoid disturbing the channel as much as possible.
- (2) As much stream bank vegetation as possible will be preserved.
- (3) Construction equipment will not be operated in the channel.
- (4) Erosion control measures will be used where necessary, and revegetation of bared areas will be provided.
- (5) The possibility of limiting the time for the placing of the bridge abutments and other work likely to cause siltation to the period of August and September will be considered. This is the least critical

period for fish spawning. In addition, efforts will be made to have all work causing sedimentation performed at one time so sedimentation will not occur repeatedly.

The impact on wildlife will vary according to the alternate chosen for construction.

Alternate 5, especially, departs considerably from the present road. It would transect several pastures and cultivated fields. In general, this alternate would create access to a relatively undisturbed area, possibly encouraging development of subdivisions. The increased presence of man in the area resulting from this alternate, plus the likelihood of development along the new road, would tend to reduce the number of deer, pheasants, Hungarian partridge, and ducks inhabiting the area.

Alternate 6 would have impacts similar to the preceding, but of lesser severity because access would not be provided to as large an area.

Alternates 1, 2, 3, 4, and 7 do not depart greatly from the present road and the Montana Department of Fish and Game has concurred that construction of any of these alternates would not be likely to have significant impact on wildlife populations.

The Flathead County Line South project will have no impact on the fisheries of Flathead Lake.

The Hill Alternate, by departing from the present alignment in several areas, would tend to isolate segments of deer range. The increased human presence caused by the road would tend to inhibit use of these areas by deer. This alternate also crosses open pastures and orchards in the vicinity of the Rollins' Post Office. This may result in the destruction of productive agricultural units and encourage development of subdivisions. This would have a further adverse impact on the deer.

Construction of the P. T. W. alternate would minimize destruction of deer habitat.

The Hill Alternate would have a greater impact on grouse populations than the P. T. W. due to the extension of human influence.

In general, construction activities of both projects along any of the alternates will tend to have a non-permanent, short-term adverse impact on wildlife populations.

The last impact of the project on wildlife to be examined is the possibility of increase collisions between vehicles and big game. According to the Department of Fish and Game, deer crossings in the vicinity of the north reservation line and in the vicinity of the West Shore State Park are heavily used each year by both resident and migrant deer. The new facility would provide more gradual curves and would increase sight distance. This would probably result in an increase in the traveling speed of vehicles which may result in more collisions between vehicles and deer.

Alternate 5, and to a lesser extent Alternate 6, would create a long, unsightly scar as it traversed the open hillside from near the beginning of the project to the Dayton Creek area. Much of this scar would be visible from the lake and would be a definite detriment to the aesthetics of the area. It would be topsoiled and seeded, however, this would not remove it completely.

Since construction of these projects is not expected to significantly alter traffic volumes or traffic patterns, no discussion of traffic fuel consumption is necessary. It is estimated that the following amount of oil based products will be needed for construction of the project.

Diesel No. 2	590,000 gallons
Gasoline	80,000 gallons
Asphalt	4,000 tons

B. Impacts on the Narrow Band Adjacent to the Project

There will be numerous impacts on the narrow band adjacent to the projects. These will occur before, during, and after construction.

Before construction can be started it will be necessary to purchase adequate right-of-way for the projects. The amount needed will depend on which alternate is finally selected for the final alignment. The right-of-way take needed for each alternate is discussed in the Alternates Section of this statement. The land needed for right-of-way will involve the taking of both agricultural land and forested land. It will also be necessary to have all existing conflicting utilities relocated before construction can be started.

A new bridge will have to be built over Dayton Creek, no matter which alternate is used. The existing bridge will be used to maintain traffic and may or may not be removed upon completion of the new bridge, depending on which alternate is selected as the final alignment. During the construction of the new bridge and removal of the existing bridge if necessary, the contractor will be required to adhere to all applicable State and National laws pertaining to prevention of water pollution. He will also have to follow all Montana Department of Highways Standard Specifications pertaining to water pollution. These laws and specifications will apply not only to bridge work, but also to any other work in the vicinity of the creek. These things will keep water pollution to a minimum, however, a small amount will undoubtedly occur.

The possibility exists that there could be some slight intrusion of roadway fills into Flathead Lake. If Alternate 7 were chosen, there are several areas where the roadway would be quite close to the lake and depending

on the grades, some fill could extend into the lake. The exact amount or distance involved is not known, however, it would be quite minimal. Also, in the vicinity of Dayton Creek, except for alternates 5 and 6, the new bridge would have to be immediately adjacent to the existing bridge. In order to use the existing bridge to maintain traffic while the new one is being built, the new bridge will have to be placed either upstream or downstream from the existing bridge. If it is placed downstream, the fills for the approach to the bridge will extend out into the lake. Placing the new bridge upstream would also cause problems as there is a long, swampy area just west of the existing road that would have to be crossed. This would probably necessitate sub-excavation and backfilling with select material and would eliminate an area that may be suitable for waterfowl. Also, it would increase the possibility of causing more water pollution in Dayton Creek. All work, either in the creek or the lake, would have to adhere to all applicable laws, regulations, specifications concerning water pollution.

The overall impacts to both surface and subsurface water are anticipated to be very minor. All work will be in conformance with the Water Quality Standards and the Montana Stream Preservation Law.

Air pollution will not be a major problem on this project although some will probably occur during the construction process. The contractor will have to follow all applicable laws and the Department of Highways Standard Specifications regarding this type of pollution.

Future air pollution levels are not expected to be significantly affected by this project. This project is not in an air quality maintenance

area and does not meet the requirements for review of projects as established by the Environmental Protection Agency. Their concern for air quality generally begins when the 10 year projected traffic increases 10,000 vehicles per day. This is many times more than the increase expected on this project.

This project is not in conflict with the State's plan for achieving federal ambient air quality standards and we concur with the determination of the Department of Health and Environmental Sciences that this project will not have a significant adverse effect on air quality in the area.

During the construction phase of the projects, there will have to be some disruption of traffic. Detours will be used and there will probably be some short delays for traffic. The extent of the conflict will depend to some degree on which alternate is selected as some of the alternates would allow maintenance of traffic on the existing highway while the new one is being built.

The noise impacts of the various alternate alignments are discussed in the Alternates Section.

#### C. Impacts to the Flathead Indian Reservation

Primarily there are three identification levels of impacts that could result to the Flathead Indian Reservation and its people. These impact levels include: (1) individual Indian property displacements (2) project area effects and (3) consequential impacts to the Flathead Indian Reservation. This review includes individual Indian property displacements and consequential impacts to the Flathead Indian Reservation. Project area effects have been described in detail within the alternate section of this draft environmental impact statement.

## I. Individual Indian Property Displacements

Minority group impacts resulting from the acquisition of two parcels of Indian Lands for right-of-way purposes would occur with Alternates 5 and 6. The remaining alternates as far as can be determined would not involve Indian owned property.

Alternate 5 would involve a parcel of Indian Allotted Land (Allotment 2005) containing 60 acres. Right-of-way would require the removal of two dwelling unit structures located on the parcel at Station 1068 and Station 1072+60. The dwelling unit at Station 1068 is in poor condition and uninhabited. A second dwelling unit located at Station 1072+60 is presently unoccupied and used for storage purposes. Land required for right-of-way purposes consists of approximately 6 acres. The land is primarily used as grazing land and would be considered an uneconomical unit, therefore the damage should not be severe. Displacement of Indian or minority group households would not be required.

Alternate 6 would traverse the southeast corner of Tribal Trust Land in Section 4. Total acres included within this parcel of Tribal Trust Land is 73 acres. Right-of-way for Alternate 6 would touch one corner requiring approximately 2 acres. The land is presently in an undeveloped state and would not require relocation of minority group households.

## II. Impacts to the Flathead Indian Reservation

### Identification of Environmental, Social, and Economic Effects

In general it appears that the F191 (15) Elmo-Rollins and F191 (30) Flathead County Line South projects would tend, relative to socio-cultural values, to create environmental and social impacts of a negative nature and have positive effects to the economy of the Flathead Indian Reservation. The following assumptions were made concerning socio-cultural values of

the Confederated Salish and Kootenai Tribes with respect to their environment, social patterns, and economic motivation.

A. Assumptions

1. Environment

- a. Tribal values reflect a strong conservationist position in retaining and preserving the Flathead Indian Reservation. Reservation preservation includes tribal lands, Indian allotted lands and non-Indian lands.
- b. This previously mentioned conservationist approach extends to water, air, fish and wildlife habitat as well.

2. Social

- a. Strong efforts are being made to retain identification with Salish and Kootenai cultural traditions.
- b. Flathead Indian Reservation values are expressed through its own tribal political and administrative organizations.
- c. A high value is placed on social interaction among Reservation members with a low value placed on social interaction between members and non-members.
- d. The reservation has been progressive in the area of housing development attempting to gain adequate housing for all reservation members.
- e. Greater and more convenient access to community facilities is favored by the Salish and Kootenai Tribes for reservation members as well as the development of specific community facilities for tribal member use.

3. Economic

- a. The Flathead Indian Tribes are promoting the economic development and employment opportunities of the reservation for its members.
- b. Greater access to employment opportunities for tribal members would be favored by the Flathead Indian Reservation.

B. Impacts - Positive or Negative

1. Environment

- a. Any loss of natural features or wildlife habitat caused by the construction of the proposed highway projects would have a negative impact on the Flathead Indian Reservation. In this case Alternate 5 would most likely be the least alternative to be selected by the Reservation.
- b. The resultant lowering of natural environmental qualities with respect to wildlife and fish habitat, water, air, noise, and loss of open space either caused by the construction of the proposed highway projects within the project area or the further stimulation of non-reservation residential and strip commercial development within the project area and along the U. S. 93 alignment south through the reservation would have negative effects to the Flathead Reservation. This would include non-Indian permanent and seasonal residential and highway commercial development in the Dayton-Elmo-Big Arm-Polson Lake Shore areas and adjacent to the Pablo, Ronan, St. Ignatius, Ravalli, Arlee and Evaro communities.

- c. The Reservation would negatively react to greater pressures placed on the Tribes for development of Indian lands by non-members as a result of the proposed highway projects.
- d. Disruptive or divisive effects caused by the construction of the F191 (15) Highway Project through Dayton relative to Indian community members and the elementary school would not be favored by the Reservation. Alternate 6 may be considered a feasible alternative.

2. Social

- a. Highway project stimulated residential and commercial development and its accompanying non-Indian population would continue to cause a negative change in the Salish and Kootenai socio-cultural and environment features of the Flathead Indian Reservation.
- b. The style of life of 176 Reservation members residing in the Dayton area would be negatively affected by the highway project impacts including changes in the relationship between the social areas of the reservation.
- c. The aggregation of the Salish and Kootenai tribes with a past semi-successful resistance on the portion of the Reservation would be negatively changed by the project proposals further reducing the size of the Reservation (western portion) for cultural refuge.
- d. Highway project stimulated land development and population growth would permanently change social attributes around which the Reservation was organized in the past.

- e. A decrease may result in the number of tribal members along the U. S. 93 corridor in the Reservation by changing the population racial composition and lowering the possibility of Indian social relationships.
- f. The proposed highway projects would provide more safe and convenient travel through the highway project area from Dayton to Elmo and other points within the Reservation thereby assisting tribal members in social interaction patterns.
- g. Access and travel safety for students of junior and high school age of the 30 Indian households located in the highway project area to Polson would be improved.
- h. Travel to Reservation - related public facilities and services located at Elmo, Ronan, and Dixon would be made more convenient for the Indian population of 176 located in the F191 (15) project area.
- i. Religious facility access to churches located at Elmo, Ronan, Polson, and St. Ignatius would be ameliorated for the Project area's 30 Indian households.
- j. Safety and reduced travel time for emergency vehicles providing service to the 176 Indian members within the Project area and access to medical facilities located Polson, Ronan, and St. Ignatius would be improved.

3. Economic

- a. Improved U. S. Highway 93 would assist economic development projects of the Flathead Indian Reservation through a safe, more efficient transportation system.

- b. Employment opportunities located at the larger employment centers of Kalispell and Missoula and to proposed Reservation economic development projects would be made more accessible to project area minority group employees by the proposed improvements of the U. S. 93 system.
- c. Regional shopping and service facilities located in Kalispell and Missoula would be made more convenient and accessible as a result of the proposed highway projects to Indian members of the Reservation and Project area.

### III. PROBABLE ADVERSE ENVIRONMENTAL IMPACTS WHICH CANNOT BE AVOIDED

The adverse environmental impacts that cannot be avoided are as follows:

- 1) New right-of-way, including agricultural land, subdivided land and forested land, will have to be purchased for the project.
- 2) The construction process will disrupt the area and necessitate detours, traffic delays, etc.
- 3) Some air pollution will occur during the construction process.
- 4) Some water pollution will occur at the various creek crossings with the largest amount probably occurring in the vicinity of Dayton Creek where a new bridge will have to be built.
- 5) Several archaeological sites may be affected.
- 6) Depending on which alternate is selected, some of the commercial establishments in the project area may suffer economically due to reduced exposure and accessibility.
- 7) Several homes and businesses may require relocation.
- 8) Subdividing and development in the project area may increase due to the improved access that will be provided.
- 9) There would be some adverse effects on a minority group as part of the project is situated on the Flathead Indian Reservation.

#### IV. ALTERNATES

The following provides a narrative description of each alternate alignment proposed for projects F 191 (15) and F 191 (30). There are ten (10) alignments discussed in this section, plus the "no-build" alternate, with seven (7) alignments within the limits of the F 191 (15), Elmo-Rollins project and three (3) alternate alignments within the limits of the F 191 (30), Flathead County Line-South project. These alignments are shown on the aerial photo prints in the Exhibits Section of this statement. All the alignments which are being studied have the same beginning and ending points. Each alternate may be just one alignment from its beginning to end or may be a combination of parts of one or more of the shown alignments.

The prepared alignments are being developed using a design speed of 60 M.P.H. wherever possible. The criteria for this design allows a maximum horizontal curvature of 5000' and a maximum vertical grade of 5.0%. The majority of both projects will use this design criteria, however, there are two areas where this design cannot be maintained. One is on Alternate 1, opposite Cromwell Island, where a horizontal curve of 6000' is used. This curve is well within the limits of a 50 mph design speed and with the new 55 mph speed limit, is a very acceptable design. The other area is on the Hill Alternate, in the area of Table Bay, where a vertical grade of 6.0% is used to reduce the amount of cut. Here again, this increase in grade is within the limits of 50 mph design criteria.

In addition to a description of each of the alternate alignments, this section also covers the various environmental impacts of each. Two main classes of impacts were considered, one being the primary impact concerning the physical construction of the highway facility itself and its immediate

environmental effects on the area and the other being the secondary impact concerning the changes reflected in the area as a result of the existence of the new highway. In some circumstances, primary and secondary effects were difficult to differentiate between since both short and long term effects could be associated with some impacts.

Primary impacts were linked to right of way requirements, structural units to be removed, or relocated, and impairments related to the function of existing land use activities. The following criteria were used in the evaluation of primary impacts:

(1) Residential

(a) Permanent and Seasonal

Within 1000 feet--represents the number of structures within 1000 feet of a proposed alternate that could be affected by a primary impact such as access, exposure, dust and noise during construction, etc.

Within 80 feet---represents all structures within 80 feet of proposed alignments which could possibly require demolition or relocation. This 80 feet is based upon a need of at least 160 feet of new highway right of way.

(2) Commercial

(a) Retail

Within 80 feet---represents the number of stores and gas stations within 80 feet of a proposed alternate which would possibly have to be removed or relocated.

Affected by loss of through traffic-The number of retail structures that could have their business affected due to selection of another alignment.

(b) Motel-Cabins

Within 80 feet---Structures within 80 feet of an alternate which possibly would have to be removed or relocated.

Affected by loss of through traffic-The number of motel or cabin establishments that could have their business affected by loss of through traffic because of selection of another alignment.

(3) Industrial

Within 80 feet----The number of industrial structures located within 80 feet of centerline of proposed alignment possibly requiring removal or relocation.

(4) Recreational

(a) Parks

Within 80 feet----The number of recreational areas located within 80 feet of a proposed alternate.

(b) Fishing Access

Within 80 feet----The number of fishing access sites within 80 feet of a proposed alternate.

(c) Camping Areas

Within 80 feet----The number of campgrounds that would be located within 80 feet of a proposed alternate.

(5) Community Facilities

(a) Elementary Schools

Within 1000 feet--This is a modified standard which under an ideal situation elementary schools should be located one-quarter mile from primary arterials in order to provide maximum walking distance of school children without crossing arterial highways.

(b) Churches

Within 80 feet---Number of church structures located within 80 feet of a proposed alternate.

(c) Cemeteries

Within 80 feet---The number of cemetery sites located within the potential right of way of a proposed alternate.

(6) Utilities

Water and Sewer

The number of possible impacts to an existing or proposed central water and/or sewer system at Dayton or Rollins relative to water mains and/or sewer trunk systems.

(7) Cultural

Historical and Archaeological Sites

Within 80 feet---The number of known historical and archaeological sites located within 80 feet of the centerline of a proposed alternate.

(8) Agricultural

Farm land, Range Land, Forest Land

The approximate acreage impact each proposed alignment would have to respective existing agricultural land use activities.

(9) Stream Crossing

Perennial and Intermittent

Number of stream crossings for each proposed alignment with an indication as to whether it is an existing or new crossing.

(10) Community Cohesiveness

Community cohesiveness concerns the effect that this project could have on Dayton and Rollins in regard to splitting or separating portions of the community or restricting growth in a certain area due to the physical barrier of the highway.

(11) Undeveloped Subdivision Disruption

Approximate acreage impact each alternate alignment would have on the subdivisions in the area.

(12) Congestion

Pertains to conflicts between local traffic and through traffic.

(13) Noise

Noise impacts are based on three different important items:

1) Type of land use adjacent to the highway, 2) Design year (1997) traffic volumes, and (3) distance from the highway to the point in question. By using the nomograph method of noise prediction, it has been determined that for land use category B, which pertains to residences, motels, schools, churches, picnic areas, recreational areas, playgrounds and parks, that if the home or point of activity is within 160 feet, the design noise level of 70 dbA will be exceeded. For land use category C, which pertains to industrial or commercial properties, if the building or point of activity is within 52 feet, the design noise level of 75 dbA will be exceeded. Land used for farming, mining, logging, and grazing is considered to be undeveloped in regard to noise pollution. Impacts are based on the number of homes, businesses, etc. where the allowable noise levels will be exceeded.

Impacts of a secondary nature are concerned with the possible affects a highway facility once constructed would have on the area. Secondary impacts evaluated included:

- (1) Land Use Activity
- (2) Concentration-dispersion
- (3) Dwelling unit density

The following information includes a full description, along with a discussion of both the secondary and primary impacts, of each alternate. At the end of the section, for comparison purposes, are tables which generally summarize the impacts of the various alignments. Also included is a table showing the estimated cost of each alternate.

ALTERNATE 1 - Elmo-Rollins (Full length of Project)

Alternate 1 begins at a point on U. S. 93, F.A.P. Route #5, about 2.0 miles east of Elmo, Montana. Alternate 1 is shown on the autoscreen print in the exhibit section as a solid line. This alignment closely parallels, but lies north and west of, the existing highway from the beginning of the project to Dayton. From Dayton to the end of the project the alignment varies from right of the existing roadway to left of and back again to the existing roadway to improve the alignment by removing horizontal curves. This alternate has a maximum horizontal curve of 6°00' at approximate station 1050+ and a maximum vertical grade of 4.9% also at the same stationing. The length of this alternate is 5.41 miles.

Primary Impacts

(1) Residential

Alternate 1 could affect approximately 101 permanent and seasonal dwelling units primarily concentrated along Flathead Lake shore.

Impacts such as, increases in traffic activity, alteration of the landscape, changes in access, etc., would tend to lower the quality of the recreational environment. These impacts would most affect the three residential areas clustered south of Dayton on the Lake Shore. Within the Dayton Community, Alternate 1 would further segregate its

two neighborhood areas, lowering the quality of the existing residential environment and reducing the opportunity to provide less costly public services. This alternate would require the displacement of at least 1 and possibly 2 families and their dwellings. Several other buildings and sheds would also have to be moved or torn down.

(2) Commercial

An older bar structure would require removal or relocation by Alternate 1. Two remaining commercial structures at Dayton would require access reorientation to the Alternate 1 alignment.

(3) Industrial

Alternate 1 does not interfere with any industrial land use activities.

(4) Recreational

There are no known federal, state, or local parks or recreation areas which Alternate 1 would affect. The Juniper Beach State Fish and Game fishing access site would be affected in terms of direct vehicular ingress and egress and greater facility use. Accessibility to the Lake Mary Ronan Recreation Area would be affected only during the construction period. With improvement of access to Lake Mary Ronan greater demands may be placed on the recreational area's facilities.

(5) Community Facilities

Alternate 1 would have a detrimental impact on the elementary school facility located in Dayton. The proposed alignment would create a hazardous pedestrian condition for children crossing to and from

school. Additional problems would be encountered with ingress and egress of school vehicles. Minimal impacts would be made to church facilities by Alternate 1.

(6) Utilities

Should water and sewer utilities be constructed in Dayton as proposed in the Comprehensive Area-Wide Water and Sewer Plan-1970, Alternate 1 would disrupt plans for two water mains, a trunk sewer and a 4" force main. Should these utilities be constructed in the near future after construction of the proposed alignment, provisions could possibly be made for passage of water and sewer lines under the highway prior to completion of the highway project.

(7) Cultural

As far as has been determined, Alternate 1 may interfere with 3 known archaeological sites.

(8) Agricultural

Impacts to sub-irrigated farmland would be minimal with Alternate 1. However open rangeland utilized by the proposed alignment would consist of about 87 acres. Approximately one acre of private forested land consisting mainly of low density conifers and shrubs would have to be removed for the proposed right-of-way should Alternate 1 be selected.

(9) Stream Crossings

Alternate 1 would require expansion of one existing perennial stream crossing and provision of 4 new intermittent stream crossings.

(10) Community Cohesiveness

Even though the existing alignment of U. S. 93 passes through the center of Dayton, any new alignment with greater volumes of traffic, wider pavement widths, and larger right of way requirements would magnify the physical barrier. The barrier would have a negative effect on the community cohesiveness of the homogenous single family residential districts at Dayton.

(11) Undeveloped Subdivision Disruption

Alternate 1 right-of-way would require approximately 27 acres through the presently developed subdivisions of Grinde, Cromwell Villa, Juniper Shores and Silver Salmon Shores. Impacts to the Cromwell Villa Subdivision are the greatest since the proposed alignment passes through the southern portion of the subdivision resulting in double frontage lots. The remaining tracts within this subdivision are over 10 acres in size and could be resubdivided staying within Montana State Board of Health Guidelines of 20,000 square feet per lot.

(12) Congestion

Alternate 1, particularly with respect to potential new residential growth, could cause increased congestion at points where the existing U. S. 93 alignment would intersect with Alternate 1 and at various points within the Dayton community.

(13) Noise

With 2 possible exceptions, future noise levels on Alternate 1 would be within the design allowables. Noise levels at the church

in Dayton, and one home south of Dayton may be too high, however, any slight changes in alignment could change this situation. If this Alternate is chosen as the final alignment, it is anticipated that an exception to the design noise levels will probably be requested.

#### Secondary Impacts

##### (1) Land Use Activity Changes

With increased traffic volumes, development attractiveness relative to retail and service establishments will become greater, particularly in the Dayton area at the intersection of the new alignment and FAS 352. Easier accessibility and greater travel convenience coupled with increasing demands for recreation will place even greater demands on the project area for cabin sites and retirement housing.

##### (2) Concentration-Dispersion

The proposed alignment of Alternate 1 would have a moderate effect on the future configuration of land use. Since the present development of the F 191 (15) project area is oriented for the most part toward the West Shore of Flathead Lake a "pulling back" of the U. S. 93 alignment would allow some dispersion of the primarily single family residential development between the F 191 (15) project beginning and Dayton.

##### (3) Dwelling Unit Density

Because of the moderate dispersal effect of Alternate 1 the proposed highway facility should not create, in presently developed areas, an increase in dwelling unit densities. Should growth trends

increase substantially as a result of increased traffic exposure and better accessibility to the project area, the "pulling back" effect of Alternate 1 could conceivably provide space for twice the present development without increasing the existing dwelling unit density.

ALTERNATE 2 - Elmo-Rollins = Segments 1, 2, 1

This alternate has the same beginning points as Alternate 1 and is the same alignment as Alternate 1 to about Station 1016+, as shown in the exhibit section. From this point to about Station 1050+ the alignment is north and west of Alternate 1 and is part of Alternates 2 and 6. Ahead of Station 1050+ to Station 1090+ the alignment is Alternate 2 only. From Station 1090+ ahead, Alternate 2 is the same as Alternate 1. Alternate 2 is shown in the exhibit section as a dashed line and is marked as ALT. 2. This alignment has a maximum horizontal curve of 4°00 at approximate Station 1000+ and a maximum horizontal curve of 4°00 at approximate Station 1000+ and a maximum vertical grade of 4.9% at about Station 1050+ to 1070+. The length of this alternate is 5.39 miles.

Primary Impacts

(1) Residential

Alternate 2 would affect the largest number of structures, 103 residential structures are within 1000 ft. and two are within 80 ft. Other than impacts associated with Alternate 1 this alternate has few additional impacts to residential land use. This alternate would require the displacement of the same families as those noted under Alternate 1.

(2) Commercial

Other than impacts associated with Alternate 1 this alternate would

have minimal impacts to retail and service activities.

(3) Industrial

Alternate 2 does not interfere with any industrial activities.

(4) Recreational

Other than impacts associated with Alternate 1 there are no known parks or fishing access areas which Alternate 2 would have an impact upon.

(5) Community Facilities

Other than impacts associated with Alternate 1, Alternate 2 would not affect churches, schools or any other community facilities.

(6) Utilities

Other than impacts associated with Alternate 1, Alternate 2 would not interfere with any known plans for water and sewer.

(7) Cultural

As far as has been determined, Alternate 2 may interfere with 2 known archaeological sites.

(8) Agricultural

Lands used for agricultural purposes would be impacted a minor amount in comparison to the other Alternates with the exception of Alternate 7. Little farmland and forestland would be disrupted. Greatest encroachment would come to open rangeland which would amount to about 87 acres.

(9) Stream Crossing

Other than impacts associated with Alternate 1, impingements to streams relative to crossings would be minimal.

(10) Community Cohesiveness

Since a major portion of the Alternate 2 alignment involves segments of Alternate 1, impacts associated with community cohesiveness would be the same as those described under Alternate 1.

(11) Undeveloped Subdivision Disruption

Alternate 2 right-of-way would require approximately 26 acres through the presently undeveloped subdivisions of Grinde, Cromwell Villa, Juniper Shores and Silver Salmon Shores. Effects to subdivisions caused by Alternate 2 would be similar to Alternate 1 with the exception of the Cromwell Villa subdivision. Alternate 2 effects would be less severe since the proposed alignment would pass directly through the center of the subdivision, allowing for more land area in which to subdivide as compared to the Alternate 1 alignment.

(12) Congestion

Same as Alternate 1

(13) Noise

Same as Alternate 1

Secondary Impacts

(1) Land Use Activity Changes

Changes in Land Use Activity patterns would be the same as described for Alternate 1.

(2) Concentration-Dispersion

The deviation of Alternate 2 from the Alternate 1 alignment would allow some additional dispersion of lake shore development within the area east of Alternate 2.

(3) Dwelling Unit Density

Alternate 2 would have slightly less of an increasing effect on dwelling unit density than Alternate 1.

ALTERNATE 3 - Elmo-Rollins - Segments 1, 3, 1

Alternate 3 is the same as "alternate 1" except between stations 1060<sub>+</sub> to 1090<sub>+</sub> where it lies just west of alternate 1 to avoid removing some buildings and a home. This alignment is shown as a dash, dash, dot, dot line on the maps in the exhibit section. This alignment has a maximum horizontal curve of 5<sup>0</sup>00' at approximate station 1045<sub>+</sub> to 1060<sub>+</sub> and a maximum grade of 5.4% between stations 1040<sub>+</sub> to 1055<sub>+</sub>. The length of this alternate is 5.42 miles.

Primary Impacts

(1) Residential

Alternate 3, other than impacts associated with Alternate 1, would have minimal effects to permanent and seasonal dwelling residences. Approximately 101 residential structures would be included within 1000 ft. of the combined alternate segments 1 and 3. Only two residential structures would be included within the possible right of way. This alternate would require displacement of the same families noted under Alternate 1.

(2) Commercial

Impacts resulting from Alternate 3, other than those found to potentially exist with respect to Alternate 1, would be minimal relative to retail and service activities.

(3) Industrial

Alternate 3 does not conflict with any industrial facilities.

(4) Recreation

There are no known recreational areas, parks or fishing access sites

which Alternate 3 would have an impact upon other than those associated with Alternate 1.

(5) Community Facilities

Other than Alternate 1, impacts caused by Alternate 3 are minimal relative to schools, churches, and other community facilities.

(6) Utilities

In addition to Alternate 1 impacts, Alternate 3 would not interfere with any known water and sewer plans.

(7) Cultural

As far as has been determined, Alternate 3 does not affect any historical or archaeological sites other than those mentioned relative to Alternate 1.

(8) Agricultural

Impacts resulting from Alternate 3 to agricultural farm lands would be minimal. Sub-irrigated farm land and forest land amounting to less than one acre would be involved with the proposed alignment. More severe, approximately 87 total acres of open range land would be disturbed.

(9) Stream Crossings

There would be few stream crossings involved with Alternate 3 other than those interrupted by Alternate 1.

(10) Community Cohesiveness

Since a major portion of the Alternate 3 alignment involves segments of Alternate 1, impacts relative to community cohesiveness would be similar to those described under Alternate 1.

(11) Undeveloped Subdivisions Disruption

Alternate 3 right of way requirements coupled with Alternate 1 demands would require approximately 27 acres through the previously mentioned undeveloped subdivisions of Grinde, Cromwell Villas, Juniper Shores and Silver Salmon Shores. Impacts to the Cromwell Villa subdivision would be similar to Alternate 1.

(12) Congestion

Potential traffic conflicts and congestion problems would be similar to Alternate 1.

(13) Noise

The only noise impact this Alternate would have would be in regard to the church in Dayton.

Secondary Impacts

(1) Land Use Activity Changes

Changes in land use activity patterns would be the same as described under Alternate 1.

(2) Concentration-Dispersion

Alternate 3 would have slightly more of a dispersing effect on lake shore development than that of Alternate 1 and would permit a more advantageous setback from the existing U. S. 93 alignment.

(3) Dwelling Unit Density

Alternate 3 would have less of a tendency to increase developed area dwelling unit densities than Alternate 1.

ALTERNATE 4 - Elmo-Rollins - Segments 1, 4, 1

Alternate 4 is the same alignment as Alternate 1 except in the area just north and east of Dayton, Station 1110+ to 1140+, where the alignment stays on the existing roadway. This alignment is shown as a dotted line on the maps in

the exhibit section. It has the same maximum horizontal curvature and vertical grade as does "Alternate 1". The length of this alternate is 5.44 miles.

### Primary Impacts

#### (1) Residential

Deviation of Alternate 4 from Alternate 1 occurs within Dayton, more nearly following the existing U. S. 93 alignment. Total residential structures encompassed within 1,000 ft. are 97 which is slightly less than the previous three Alternates. Four structures located in the Dayton Area are within 80 ft. of the proposed alignment possibly requiring removal or relocation. This alternate would require the relocation of 4 families. Two of these are the same as those required for Alternate 1.

#### (2) Commercial

The Alternate 4 alignment within Dayton would bring the proposed highway facility within very close proximity (80 ft.) of a gas station-store and bar facility. Should acquisition of structures not be required, the loss of parking may in itself require relocation.

#### (3) Industrial

Alternate 4 does not disrupt any industrial land use activities.

#### (4) Recreation

Alternate 4, other than Alternate 1 impacts, would not affect known parks and fishing access sites. Minimal construction accessibility impacts would result to the intersection of F.A.S. 352 providing access to the Lake Mary Ronan Recreation Area.

(5) Community Facilities

The realignment of U. S. 93 (Alternate 4) would bring U. S. 93 traffic closer to the Dayton Elementary School site. This condition would result in a hazardous situation both to school children coming and going to school and those involved in playground activities. Additional undesirable impacts would be traffic conflicts caused by turning movements of school oriented vehicles, and more distractions and further degradation of the existing school environment. Minimal impacts would be made to churches located along the proposed Alternate 4 alignment at Dayton.

(6) Utilities

Should water and sewer facilities be constructed for Dayton as proposed in the Comprehensive Area-Wide Water and Sewer Plan - 1970, two water mains, one trunk sewer line, and a 4" force main would be interrupted. Should highway construction commence before the central systems are installed, provisions could possibly be made for passage of water main and sewer trunk lines under the highway.

(7) Cultural

As far as has been determined, Alternate 4 does not interfere with any known historical or archaeological sites other than those mentioned relative to Alternate 1.

(8) Agricultural

Aside from Alternate 7, Alternate 4 involves the least amount of agricultural lands. Farm lands and forest lands would remain

basically untouched with approximately 85 acres of open range land disturbed.

(9) Stream Crossings

Alternate 4 total stream crossing would require expansion of one existing stream crossing and the bridging of 4 intermittent streams at new crossings.

(10) Community Cohesiveness

Although the Alternate 4 alignment basically follows the existing U. S. 93 alignment through Dayton, the widening of the highway facility would still bisect the community creating a physical barrier between the two residential areas. Minor disruption would result to the existing fragmented Dayton commercial area.

(11) Undeveloped Subdivision Disruption

Impacts resulting to presently undeveloped subdivisions in the form of right of way requirements would amount to about 27 acres. Subdivisions infringed upon include Grinde, Cromwell Villa, Juniper Shores and Silver Salmon Shores.

(12) Congestion

Traffic conflicts and congestion would be similar to Alternate 1.

(13) Noise

Noise problems could occur south of Dayton and one within Dayton. Three other buildings where noise problems could occur will require relocation which would thus eliminate the conflict. If this Alternate is selected, an exception to the noise levels will probably be requested.

## Secondary Impacts

### (1) Land Use Activity Changes

Changes in the land use pattern would be similar to those described under Alternate 1.

### (2) Concentration-Dispersion

Effects resulting in concentration and/or dispersion would be similar to those described under Alternate 1.

### (3) Dwelling Unit Density

Changes in dwelling unit densities would resemble Alternate 1 inclinations.

## ALTERNATE 5 - Elmo - Rollins - Segment 5, 1

"Alternate 5" has its beginning about 1.5+ miles east of Elmo on U. S. 93. It is west and north of Alternate 1 and has the most extreme change from the existing roadway. This alignment ties to Alternate 1 at about Station 1150+ and from there forward is the same as "Alternate 1". It is shown in the exhibit section as the line having the long dash, 3 short dashes and is marked as Alternate 5. This alignment has a maximum horizontal curve of 2045' and a maximum vertical grade of 5.0% and may possibly require a climbing lane. It is also the longest alternate on the F 191 (15), Elmo-Rollins, project, with a length of 6.37 miles.

## Primary Impacts

### (1) Residential

Alternate 5 would have the least impact to residential permanent and seasonal structures. As a result of its bypass alignment, only 22 residential structures are located within

1000 ft. and one vacant house within 80 ft. of the proposed alternate. No displacement of families would be necessary. The vacant house that would require relocation or demolition is Indian owned.

(2) Commercial

Alternate 5 would have some economic impact on the three highway oriented retail activities located in Dayton. The removal of through traffic exposure would result in at least a temporary negative economic impact. Motel and cabin accommodations would not be affected by Alternate 5.

(3) Industrial

Alternate 5 would not interfere with any industrial land use activities.

(4) Recreational

Other than Alternate 1 impacts, Alternate 5 would not alter any established park areas or fishing access sites. Alternate 5 would modify accessibility to areas west of the proposed alignment with respect to hunting, hiking, sightseeing and other recreational opportunities.

(5) Community Facilities

Due to the bypass nature of Alternate 5 minimal impacts would result to community facilities.

(6) Utilities

Alternate 5, due to its bypass nature, would not interfere with any known plans for public utilities.

(7) Cultural

As far as has been determined, Alternate 5 would not interfere with any local historical or archaeological sites.

(8) Agricultural

Alternate 5 would have the most severe impacts to agricultural lands. The Alternate 5 system would require about 20 acres of improved or sub-irrigated farm lands, approximately 95 acres of open range land and about 9 acres of forest lands. Forest lands involved primarily include low density conifers, with shrubs and deciduous tree varieties located along Dayton Creek.

(9) Stream Crossings

The Alternate 5 would require 2 new stream crossings over perennial streams along with provision for expansion of an existing crossing and 2 new crossings over intermittent streams.

(10) Community Cohesiveness

As a result of the Alternate 5 alignment bypassing Dayton, little disruption would be caused to the existing community configuration.

(11) Undeveloped Subdivision Disruption

Impacts to undeveloped subdivisions by Alternate 5 would amount to about 17 acres.

(12) Congestion

By the removal of through traffic, conflicts with local traffic would be minimized. Local traffic conflicts and

congestion potentials would be minimized due to the circumferential location of the Alternate 5 alignment.

(13) Noise

There is 1 place on this alternate where noise conflicts could occur which is the Grange Hall northwest of Dayton.

A slight change in the alignment could eliminate this problem if this alternate was selected or an exception to the noise levels may be necessary.

Secondary Impacts

(1) Land Use Activity Changes

Future commercial development (retail and services) would be attracted or pulled toward the Alternate 5 alignment. This shift would potentially take place between the Alternate 5 intersection with F.A.S. 352 and Alternate 1 intersection. Modifications in the land use pattern would be from agricultural farmland and rangeland to more intense retail and service activities. With the "pull back" effect of Alternate 5 alignment and improved accessibility a considerable amount of rangeland could potentially be converted to residential subdivisions.

(2) Concentration-Dispersion

Alternate 5 would have a dispersion effect to new development as a result of opening up a considerable amount of rangeland for new subdivisions. The new Alternate 5 couples with the present U. S. 93 alignment would increase the accessibility and attractiveness of the area for development.

(3) Dwelling Unit Density

Densities as a result of new development on existing agricultural lands would increase while dwelling unit densities along the lake shore would for the most part remain stable.

ALTERNATE 6 - Elmo - Rollins - Segments 1, 2, 6, 1

This alternate has the same beginning as alternate 1 and follows alternate 1 from the beginning of the project to about station 1016 $\pm$ . From 1016 $\pm$  to 1050 $\pm$  this alternate is the same as "alternate 2". From 1050 $\pm$  to 1140 $\pm$  alternate 6 lies west of "alternates 1, 2, 3, 4 and 7" and west of Dayton. It is shown in the exhibit section as a dash, 3 dots, dash line. From station 1140 $\pm$  to the end of the project this alternate is the same as alternate 1. This alignment has a maximum horizontal curve of 5000' at approximate stations 1045 $\pm$  to 1070 $\pm$  and a maximum vertical grade of 5.0% at about station 1030 $\pm$  to 1080 $\pm$ . The length of this alternate is 5.80 miles.

Primary Impacts

(1) Residential

Alternate 6, due to the close proximity of the bypass alignment to Dayton, encompasses 79 residential structures within 1000 ft. which is slightly greater than Alternate 5 but less than the other Alternates. There are no structures located within 80 ft. of the proposed highway facility and no relocation would be necessary.

(2) Commercial

Due to the bypass nature of the route, minimal negative economic impacts would result to Dayton business establishments as a result of rerouting through traffic. Alternate 6 would not involve primary impacts to existing motel and cabin development.

(3) Industrial

Alternate 6 does not interfere with any industrial land use activities.

(4) Recreational

Other than Alternate 1 impacts, established parks, recreation areas, picnic areas, fishing access areas, and camping areas would not be encroached upon by Alternate 6. To a lesser degree than Alternate 5, impacts could be related to a reduction in recreational opportunities such as hunting and hiking due to diminished accessibility to the area west of the proposed alignment. Land along the Flathead Lake Shore to a large degree is already under private ownership, therefore, little reduction in recreational opportunities is experienced. Access to the private beaches utilized by public would not be reduced by Alternate 6.

(5) Community Facilities

Due to the bypass configuration of Alternate 6, impacts to community facilities would be kept to a minimum. The proposed alignment would pass within 1300 ft. of an Indian Cemetery located west of Dayton.

(6) Utilities

Alternate 6, although having a bypass alignment around Dayton, could intercept a proposed site for a storage reservoir as well as a water main system connecting the reservoir to the proposed Dayton central water facility.

(7) Cultural

As far as has been determined, Alternate 6 could interfere with one local historical or archaeological site.

(8) Agricultural

Alternate 6 would have slightly less of an effect to agricultural activities than Alternate 5. Agricultural land involved with the Alternate 6 alignment includes about 14 acres of sub-irrigated farmland, 90 acres of open rangeland, and 2 acres of forestland.

(9) Stream Crossing

Stream Crossings involved with Alternate 6 would include 2 new structures over perennial streams, and in addition to new structures, the expansion of an existing crossing over intermittent streams.

(10) Community Cohesiveness

The Alternate 6 alignment although located in closer proximity to Dayton than Alternate 5, would still have minimal impacts to community cohesion due to the bypassing nature of the proposed alignment. Restriction could conceivably be placed on western growth of the Dayton community, however, present growth estimates included within the Comprehensive Area Wide Water and Sewer Plan-1970, indicates a moderate growth of 80 additional persons by 1990. According to the water and sewer plan this additional population will be accommodated within the existing community site.

(11) Undeveloped Subdivision Disruption

Existing undeveloped subdivisions would be most disrupted by Alternate 6 requiring approximately 29 acres of right of way from the Grinde, Cromwell Villa, Juniper Shores, and Silver Salmon Shores subdivisions. Greatest subdivision impacts of Alternate 6 would be to Cromwell Villa located just south of Dayton.

(12) Congestion

Conflicts between through traffic and local traffic within the Dayton community would be minimized.

(13) Noise

There appear to be no noise problems connected with this alternate.

Secondary Impacts

(1) Land Use Activity Changes

Future commercial development, as with Alternate 5, would have a tendency to move north toward the Alternate 6 alignment particularly in the area between the intersections of F.A.S. 352 and Alternate 1. Outside the Dayton Community, along the Alternate 6 alignment, some land use activity changes will occur from rangeland to residential development, most likely in areas already experiencing land subdivision at the present time.

(2) Concentration-Dispersion

Alternate 6 would have a slightly greater dispersing effect on future development than the other Alternates with the exception of Alternate 5.

(3) Dwelling Unit Density

Dwelling unit densities would have a tendency to increase on present undeveloped rangeland areas but would help reduce the probability of increasing existing residential development densities along the lake shore.

ALTERNATE 7 - Elmo-Rollins Segments 7, 1

Alternate 7 has the same beginning, with the exception of Alternate 5, as the rest of the alternates involved with this project. This alternate is the existing roadway from its beginning to Dayton Creek. From Dayton Creek to the end of the project this

alignment becomes the same as Alternate 1. This alignment is shown in the exhibit as a long dash, dot, dot line. It has a maximum horizontal curve of  $6^{\circ}30'$  at about station  $1050+$  to  $1060+$  and a maximum vertical grade of 4.0% at approximate stations  $1085+$  to  $1100+$ . The length of this alignment is 5.48 miles.

#### Primary Impacts

##### (1) Residential

Effects caused by expansion of U. S. 93 (Alternate 7) with respect to its close proximity to lake front residential area would be severe to permanent and vacation residences. Not only would the additional right-of-way requirements for the facility be detrimental with respect to substandard lots (below 20,000 sq. ft. requirements of the Montana Department of Health), but increases of future traffic activity would produce the same impacts to the Dayton Community as Alternate 1. This alternate would require the relocation of at least 10 permanent homes, 3 seasonal homes, and several sheds, garages, etc.

##### (2) Commercial

Other than impacts associated with Alternate 1, Alternate 7 would appear to have minimal effects on commercial, retail, and service activities.

##### (3) Industrial

Alternate 7 would not interfere with any industrial land use activities.

(4) Recreational

Expansion of the U. S. 93 alignment (Alternate 7) would have some effect on the Juniper Beach fishing access and camping site located approximately midway between Elmo and Rollins. The new roadway would have to be fit into the existing right-of-way to avoid encroachment on the area. The main impacts to the recreational environment would be increased traffic activity, greater adjacent dwelling unit increases, and probable alteration of the landscape in the vicinity of the site.

(5) Community Facilities

Other than impacts associated with Alternate 1, effects to schools, churches or other community facilities would be minimal by Alternate 7.

(6) Utilities

Other than Alternate 1 impacts, Alternate 7 would not disrupt any known water and sewer plans.

(7) Cultural

As far as has been determined, Alternate 7 could effect 2 known historical or archaeological sites.

(8) Agricultural

Impacts to agricultural lands as a result of the Alternate 7 system would be minimal. Agricultural lands disturbed include approximately 60 acres of open rangeland and 2 acres of low density forestland.

(9) Stream Crossings

Alternate 7 would require expansion of the following existing crossings: one crossing on Dayton Creek, a perennial stream and three intermittent stream crossings.

(10) Community Cohesiveness

Effects to Dayton relative to community land use impacts would be similar to those described under Alternate 1 since the portion of Alternate 1 passing through Dayton would be utilized in conjunction with the Alternate 7 alignment.

(11) Undeveloped Subdivision Disruption

Alternate 7 would have considerable impact on the Grinde subdivision since the lots presently just meet the 20,000 sq. ft. requirements of the Montana State Board of Health.

In order to gain required right-of-way widths, tracts within the Grinde subdivisions would be reduced to a substandard status for individual water wells and septic tanks.

(12) Congestion

Due to the large number of access points from commercial and residential structures along the existing alignment, coupled with increased traffic on the new highway facility, congestion and traffic conflicts could potentially become hazardous.

(13) Noise

Of all the alternates on the Elmo-Rollins project, alternate 7 is by far the worst as far as expected noise pollution is concerned. There are approximately 35 homes, cabins, or mobile homes adjacent to the project south of Dayton where the noise levels would be exceeded. All of these are located between the proposed alignment and the lake. Noise levels would probably be exceeded at the church in Dayton also. If this alternate is selected, an exception to the noise levels will be requested.

## Secondary Impacts

### (1) Land Use Density Changes

Few land use activity changes would occur over and above those subdivided areas taking place at the present time. Some additional subdivision activity may take place along the lake shore. With increased traffic volumes, encouragement may be given to new commercial development within the Dayton community and along the lake shore.

### (2) Concentration-Dispersion

This lake shore alternate would have a severe impact to existing residential and recreational development as well as perpetuate a concentrating influence on limited lake frontage.

### (3) Dwelling Unit Density

Alternate 7 would tend to minimize dwelling unit density increases on rangelands to the west of the proposed alignment, excluding existing subdivision activity, while fostering dwelling unit density increases along the lake shore.

Alternates for the F 191 (30), Flathead County Line South, project all begin on U. S. 93, F.A.P. Route #5, at a point 2.0+ miles east of Dayton. This beginning point is at station 1231+90.8 as shown on the maps in the exhibit section.

### T. W. (Present Traveled Way) ALTERNATE - Flathead County Line South

This alignment begins at Station 1232+ and is shown in the exhibit section as a solid line. This alignment follows the existing roadway from the beginning to the end of the project and is common to the "Hill Alternate" in the areas stated below: Station 1232+ to 1250+, 1340+ to 1370+, 1470+ to 1535+, and 1580+ to the end of the project. This alignment has a maximum horizontal curve of 5000 on

several of the curves used in this alignment and a maximum vertical grade of 5.0% about station 1400+ to 1430+. The length of this alignment is 7.73 miles.

### Primary Impacts

#### (1) Residential

The P. T. W. Alternate would encompass approximately 101 permanent and seasonal structures within 1000 ft. and 2 dwellings within 80 ft. In areas where the existing alignment comes within close proximity to the lake shore, such as the small cluster of cabins located one-half mile north from the beginning of project F 191 (30), expansion of the P. T. W. alignment could have severe impacts to the residential environment in terms of increased traffic activity, reduced yard area and a lowering of recreational qualities. Minimal to moderate impacts would result to residential development through the Rollins area. Of the 2 dwellings mentioned above, only one is presently occupied. Relocation of this family will be necessary. The other dwelling appears to be a vacant rental unit and will also require relocation.

#### (2) Commercial

A combination post office-grocery store, a small cabin development and a store facility in the Rollins area would have to be either removed or relocated should the total 160 ft. right-of-way be required. Additional impacts in terms of accessibility would occur to a restaurant-inn facility and motel accommodations located at the north end of the project as a result of the P.T.W. alignment deviation from existing U. S. 93. One mile south of the West Shore State Park at Smith Camp, 3 small cabin structures are located within 80 ft. of the proposed P.T.W. alignment. Four establishments could potentially be affected by a loss of through traffic.

(3) Industrial

There are no industrial facilities involved with the P. T. W. Alternate.

(4) Recreational

The P. T. W. Alternate would have minor impacts to F 191 (30) project area recreational facilities. Exceptions would be minor accessibility problems to the Flathead Lake Shore, additional traffic activity and perhaps more visitors to the area for recreation as a result of increase exposure to larger volumes of traffic.

(5) Community Facilities

The P. T. W. Alternate, other than possibly increasing facility demand and accessibility, would not affect the local elementary school facility at Rollins.

(6) Utilities

The P. T. W. Alternate would not affect water, sewer or power transmission facilities. The P. T. W. Alternate would interrupt one water main and a 4" force sewer main as proposed in the Comprehensive Area Wide Water and Sewer Plan-1970.

(7) Cultural

As far as has been determined, the P. T. W. Alternate would not invade any historical or archaeological sites.

(8) Agricultural

Encroachments on agricultural lands by the P. T. W. Alternate include approximately 20 acres of improved farmland, 15 acres of rangeland and 53 acres of forested land.

(9) Stream Crossings

Only one new crossing would be required over a perennial stream, this would be at Forrey Creek. Interception of the P. T. W. Alternate with intermittent streams would require expansion of 4 existing crossings.

(10) Community Cohesiveness

The P. T. W. Alternate for the most part would involve few impacts to the community cohesiveness of Rollins. The major portion of residential development is south of the proposed P. T. W. alignment and commercial establishments along existing U. S. 93 are few, resulting in little impact. The P. T. W. Alternate could restrict future northward residential development. However, as indicated in the Comprehensive Area Wide Water and Sewer Plan-1970, while growth is anticipated north of the Rollins community, a small area adjoining the U. S. 93 alignment just west of Rollins is also denoted for possible residential development. The Area Wide Water and Sewer Plan forecasts an additional 50 persons within Rollins by 1990.

(11) Undeveloped Subdivision Disruption

Few residential subdivisions are known to be affected by the P.T.W. Alternate. It would have a minor effect on future development should the population forecasts hold true. The Alternate would retain new development between the highway alignment and lake shore. Following the existing U. S. 93 Alignment would not be as severe in the F 191 (30) project area as it was in the F 191 (15) project area due to the existing alignment being located back from the lake shore.

(12) Congestion

Due to the large number of ingress and egress points, poor vertical and horizontal visibility and increased traffic volumes, congestion and traffic conflicts could result, particularly if additional commercial activities were attracted to the area.

(13) Noise

There will be approximately 13 conflicts with the allowable noise standards on this alternate. The majority of these will occur in the vicinity of Rollins with 2 south of Rollins and 4 north of Rollins. Many of these conflicts could be eliminated by slight changes in alignment and some of the homes will be in the R/W take and require relocation or removal, which would thereby eliminate the noise conflict. Exceptions will probably be requested for the homes or businesses where the noise levels are still too high.

Secondary Impacts

(1) Land Use Activity Changes

Increased changes in land use activity could result from greater exposure of persons traveling through the F 191 (30) area. With increased traffic volumes, greater pressure may evolve for new development near the Rollins area.

(2) Concentration - Dispersion

The P. T. W. Alternate, relative to the other two alternates, would have a minor effect on future development by retaining permanent and seasonal houses for the most part between the existing highway alignment and the lake shore. The impact is not as severe on the F 191 (30)

project area as was in the F-191 (15) project area due to the existing alignment being located back from the Lake shore and topographic limitations.

(3) Dwelling Unit Density

The P. T. W. Alternate will have minimal effects on increases in dwelling unit density.

HILL ALTERNATE - Flathead County Line South

This alignment also begins at Station 1232+ and is common to the "P.T.W. Alternate" to Station 1250+. From Station 1250+ to 1340+ this alignment is west and north of the existing roadway or P.T.W. Alternate. From Stations 1340+ to 1370+ it is again common with the P. T. W. Alternate. From 1370+ to 1470+ the Hill Alternate lies north of the existing roadway and from Station 1470+ to 1535+ the two alignments are common again and follow the existing roadway. From Station 1535+ to 1580+ the Hill alignment is west and north of the existing roadway. From 1580+ to the end of the project the two alignments (Hill and P.T.W.) are again common. This alignment is shown in the exhibit section as a dashed line. The alignment has a maximum horizontal curve of 5° 00' and a maximum vertical grade of 6.0% at about Stations 1560+ to 1577+ and its length is 7.56 miles.

Primary Impacts

(1) Residential

The Hill Alternate affects the least number of housing units but would include 67 residential structures within 1000 ft. and 3 dwelling units, 4 barns or sheds, and 1 garage within 80 ft. Two of the dwellings within 80 feet appear to be occupied and three families will have to be relocated. The major residential concentrations included within 1000 ft. occur in the Rollins area.

(2) Commercial

Selection of the Hill Alternate alignment would modify business conditions with respect to the absence of through traffic exposure to the following local establishments; two small combination gas station-grocery stores, a museum-souvenir shop, a small facility providing cabin facilities and fish camp. Access problems would develop relative to a restaurant-inn and motel facilities.

(3) Industrial

There are no industrial facilities involved with the Hill Alternate and ~~it would not affect any industrial land use activities.~~

(4) Recreational

The Hill Alternate would reduce exposure to local beaches and private recreational facilities because of the greater distance from the lake shore. A private campground facility located just south of Rollins would be severely encroached upon by the Hill Alternate and possibly would require removal or relocation. The West Shore State Park would not be affected.

(5) Community Facilities

Only minimal effects in terms of accessibility to churches and schools are involved with the Hill Alternate. This impact is mainly concentrated in the Rollins area and affects a church camp and elementary school.

(6) Utilities

Same at the P. T. W. Alternate.

(7) Cultural

As far as has been determined, the Hill Alternate would not invade any historical or archaeological sites.

(8) Agricultural

Hill Alternate right of way requirements would utilize approximately 35 acres of improved farmland, 18 acres of range-land and 51 acres of forestland. There is a possibility that one orchard near the Rollins Area would be encroached upon.

(9) Stream Crossings

One new stream crossing would be required at Forrey Creek, a perennial stream, two new crossings would be required on intermittent streams, and two existing intermittent stream crossings would require expansion.

(10) Community Cohesiveness

The Hill Alternate would have minimal effects to the existing community land use pattern of the Rollins Area.

(11) Undeveloped Subdivision Disruption

Little known disruption would occur to present sub-division activity.

(12) Congestion

The Hill Alternate could have the most effective alignment relative to separating through traffic from local oriented traffic and turning movements.

(13) Noise

There are approximately 9 homes, cabins, etc. adjacent to this project where the allowable noise levels may be exceeded. Exceptions to the noise levels will be requested where necessary. Reference is also made to the comments for the Hill Alternate.

## Secondary Impacts

### (1) Land Use Activity Changes

Minor changes to the land use pattern may evolve relative to retail and service establishments. These establishments would tend to re-orient themselves to the new alignment utilizing existing farm acreage. This re-orientation coupled with the new alignment could intrude upon lands of potential agricultural value, namely orchards.

### (2) Concentration-Dispersion

With the pulling back of the Hill Alternate from the existing U. S. 93 alignment and lake shore, a moderate dispersion effect may result in future growth trends.

### (3) Dwelling Unit Density

The dispersion effect could result in maintaining dwelling unit densities along the lake shore and providing a slight increase in residential densities within the area between the new highway alignment and the lake shore. The possibility of this happening improves with the increased accessibility provided by both the existing U. S. 93 and Hill Alternate alignments.

MODIFIED P. T. W. (Present Traveled Way) ALTERNATE - Flathead County Line South  
This alignment is the "P.T.W. Alternate" except between Stations 1370<sub>+</sub> to 1470<sub>+</sub> and 1520<sub>+</sub> to 1580<sub>+</sub> and is shown in the exhibit section as a dash-dot line. From Stations 1370<sub>+</sub> to 1430<sub>+</sub> the alignment is north of the existing roadway or P. T. W. Alternate. From Stations 1520<sub>+</sub> to 1580<sub>+</sub> the alignment is east of or almost on the existing roadway. This alignment has a maximum horizontal curve of 5°00', a maximum vertical grade of 5.0% and its length is 7.77 miles.

## Primary Impacts

### (1) Residential

The P.T.W. Modified Alternate would encompass approximately 92 residential structures within 1000 ft. and 4 residences within 80 ft. The major portion of the intermixed permanent and seasonal residences are located along the Lake Shore in the Rollins Area. Relocation of families would be required for all 4 of the residences within 80 feet.

### (2) Commercial

Three retail establishments located along the P.T.W. Modified Alternate would be affected to some extent by a loss of through traffic should the Hill Alternate Alignment be selected. Smith Camp located in the northern portion of the project area would be bisected by the P.T.W. Modified alignment.

### (3) Industrial

Land use activities of an industrial nature would not be affected by the P.T.W. Modified alignment.

### (4) Recreational

Same as P.T.W. Alternate.

### (5) Community Facilities

Same as the P.T.W. Alternate

### (6) Utilities

Same as P.T.W. Alternate

### (7) Cultural

The P. T. W. Modified Alternate would not transgress any known historical or archaeological sites.

(8) Agricultural

Land use types of an agricultural nature which would be utilized by the P.T.W. Modified alignment would include approximately 26 acres of farmland, 13 acres of rangeland, and 59 acres of forest land.

In comparison to the other two alternates the P.T.W. Modified Alternate involves fewer acres of range land but a greater amount of forest land areas. These additional forest land acres are located in the Table Bay area where the P.T.W. Modified Alternate deviates from the P.T.W.

(9) Stream Crossings

The same number of crossings are required for all alternate proposals. Differences result in the types of crossings over the intermittent streams. One new crossing is required over the perennial stream of Forrey Creek near Rollins. One new crossing would be required over an intermittent stream while three existing site crossings would require expansion.

(10) Community Cohesiveness

The Rollins community organization would be little affected by the P.T.W. Alternate. Other than impacts described under the P.T.W. Alternate and the reorientation of existing retail and service facilities to the new alignment in the Rollins area, effects would be minimal.

(11) Undeveloped Subdivision Disruption

The P.T.W. Modified alignment would not involve any known residential or commercial oriented subdivisions.

(12) Congestion

The P. T. W. Modified Alternate would fall somewhere midway between the Hill and the P.T.W. Alternates relative to traffic conflicts.

(13) Noise

Reference is made to the comments for the Hill Alternate. This Alternate will cause approximately 11 noise impacts. Seven of these are located near the north end of the project.

Secondary Impacts

(1) Land Use Activity Changes

Basically the same as the P.T.W. Alternate. However with reorientation occurring to the new alignment, most service and use changes could take place to the northeast of Rollins in the Table Bay area. With the close proximity to the lake shore and disruption of existing land use, the highway alignment could provide environmental features which would be commercially capitalized upon such as motels, restaurants, etc. In addition the fragmentation of land parcels between the proposed and existing U. S. 93 alignment would make a number of small tract of land available for sale.

(2) Concentration-Dispersion

Same as the P.T.W. Alternate with possibly more of a concentrating effect on development between the existing U. S. 93 alignment and P.T.W. Modified alternate.

(3) Dwelling Unit Density

Same as the P.T.W. Alternate. Density increases relative to dwelling units would be similar to those discussed under the P.T.W. Alternate.

#### "NO-BUILD" ALTERNATE

The "no-build" alternate is also being considered, however, it would not provide a safe and efficient transportation facility for the traveling public. The existing highway has 22-24 foot paved top and the alignment is very poor with numerous sharp, dangerous curves which contribute to hazardous visual-access conflicts. Since this highway is a main north-south route through Montana and carries a large volume of traffic, it certainly warrants reconstruction to provide a safer and more adequate highway.

The need for this improvement is based on the deficiencies of the existing facility and the expected increase in traffic volume. The sufficiency ratings listed in Section 1, which have been developed by the State of Montana Department of Highways in cooperation with the Federal Highway Administration, demonstrate the need for the improvement of the existing highway involved in this project. The existing highway rating is 34 and a sufficiency rating of 40 or below indicates a section of rural primary highway that should be reconstructed immediately.

An accident analysis of the 13 miles of existing highway shows that about 80 accidents occurred between January 1, 1972, and December 31, 1974. This provides an accident rate, based on the average daily traffic and the number of accidents occurring, of 3.77 as compared to a statewide average of 2.7. This also indicates a need to improve the existing facility.

Adoption of the no-build alternate would have several advantages. Among them would be the following: 1) No money materials, labor, etc. would be expended 2) No new right-of-way would be required. 3) There would be no disruption of the area due to the construction process.

#### SUMMARY

For comparative purposes, the following tables provide a summary of both the primary and secondary impacts of each alternate. The last table provides estimated construction, right-of-way, utility and relocation costs, along with the total estimated cost for each alternate.

## INVENTORY OF IMPACT INCIDENTS

Primary Impacts		F 191 (15) - Elmo-Rollins						F 191 (30) Flathead County Line - So.					
Alt. 1	Alt. 2 1,2,1	Alt. 3 1,3,1	Alt. 4 1,4,1	Alt. 5 5,1	Alt. 6 1,2,6,1	Alt. 7 7,1	PTW	HILL	PTW	HILL	PTW Modified		
(1) Residential-Permanent and seasonal residences Within 1000 ft. Within 80 ft.	101 2	103 2	101 2	97 4	22 0	79 --	101 13	101 2	67 3	92 4			
(2) Commercial Retail Within 80 ft. Affected by loss of through traffic	1 1	1 2	1 2	2 1	-- --	-- --	1 2	2 4	-- --	0 3			
Motels-Cabin Within 80 ft. Affected by loss of through traffic	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	4 2	-- --	1 1		
(3) Industrial Within 80 ft.	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --			
(4) Recreational Parks Within 80 Ft. Fishing Access within 80 ft. Camping Area within 80 ft.	-- 1	-- 1	-- 1	-- 1	-- 0	-- 1	-- 1	-- 1	1 1	-- --	1 1		
(5) Community Facilities Elementary Schools within 1000 ft Churches within 80 ft. Cemetaries within 80 ft.	1 --	1 --	1 1	1 0	1 0	1 1	1 1	1 1	-- --	-- --	1 1		

## INVENTORY OF IMPACT INCIDENTS

## F 191 (15) - Elmo-Rollins

F 191 (30)  
Flathead County Line - So.

Primary Impacts	Alt.1	Alt.2 1,2,1	Alt.3 1,3	Alt.4 1,4,1	Alt.5 5,1	Alt.6 1,2,6,1	Alt.7 7,1	PTW	HILL	PTW Modified
(6) Utilities water 1/ Sewer 1/ (proposed)	Dayton 2 water mains 1 trunk sewer line 1-4"force main	Rollins 1 water main 1-4"force main	Rollins 1 water main 4"force sewer main	Rollins 1 water main 1-4"force sewer main						
(7) Cultural Historical and Archaeological sites potentially within 80 ft.	5	2	3	0	0	1	2	0	0	0
(8) Agricultural										
Farmland Acres	87	87	85	20	14	---	---	20	35	26
Rangeland Acres	1	1	1	95	90	2	60	15	18	13
Forestland Acres	---	---	---	9	2	---	2	53	51	59
Orchards within 80 ft.	---	---	---	---	---	---	---	---	1	---
(9) Stream Crossing Perennial Intermittent	IE 4N	1E 4N	1E 4N	2N-1E	2N-1E	IE 3E	IE 3E	1N 4E	1N 2N-2E	1N 1N-3E
(10) Community Cohesiveness	Moderate	Moderate	Moderate	Minimal	Minimal	Moderate	Moderate	Moderate	Minimal	Moderate
(11) Underdeveloped Sub- divisions	27	26	27	17	29	15	---	---	---	---
(12) Congestion	Severe	Severe	Severe	Severe	Minimal	Moderate	Severe	Severe	Minimal	Moderate

## INVENTORY OF IMPACT INCIDENTS

F 191 (15) - Elmo-Rollins

F 191 (30)  
Flathead

Primary Impacts	Alt. 1	Alt. 2 1,2,1	Alt. 3 1,3	Alt. 4 1,4,1	Alt. 5 5,1	Alt. 6 1,2,6,1	Alt. 7 7,1	PTW	HILL	PTW Modified
(13) Noise	Moderate	Moderate	Minimal	Moderate	Minimal	Minimal	Severe	Moderate	Moderate	Moderate
E-Existing N - New										
1/ Comprehensive Area Wide Water and Sewer Plan- State of Montana, 1970, Montana Department of Planning and Economic Development										
SECONDARY IMPACTS TO LAND USE	Alt. 1	Alt. 2 1,2	Alt. 3 1,3	Alt. 4 1,4	Alt. 5 1,5	Alt. 6 1,6	Alt. 7 1,7	PTW	HILL	PTW Modified
(1) Land Use Activity Change	Moderate	Moderate	Moderate	Moderate	Severe	Moderate	Minimal	Minimal	Severe	Moderate
(2) Concentration-Dispersion	Moderate	Moderate	Moderate	Moderate	Minimal	Moderate	Severe	Moderate	Minimal	Severe
(3) Dwelling Unit Density	Moderate	Moderate	Moderate	Moderate	Minimal	Minimal	Severe	Minimal	Minimal	Moderate

ALTERNATE ALIGNMENT	LENGTH (miles)	CONSTRUCTION COST	RIGHT-OF-WAY COST	UTILITY COST	RELOCATION COST	TOTAL COST
Alternate No. 1	5.41	2,003,200	227,000	59,000	15,600	2,304,800
" No. 2	5.39	2,155,600	246,400	66,350	15,340	2,483,690
" No. 3	5.42	2,065,450	224,550	35,750	15,340	2,341,090
" No. 4	5.44	1,940,800	268,850	59,000	40,370	2,309,020
" No. 5	6.37	2,314,150	84,230	44,700	200	2,443,280
" No. 6	5.80	2,090,400	124,800	39,250	0	2,254,450
Alternate No. 7	5.48	2,076,800	610,700	126,000	84,670	2,898,170
P.T. W. Alternate	7.73	2,750,200	199,370	88,150	17,750	3,055,470
Modified P.T.W. Alternate	7.77	3,059,850	700,000	114,000	15,590	3,889,240
HILL Alternate	7.56	3,856,300	193,750	66,950	30,450	4,147,450

## ROUTE SELECTION CONSIDERATIONS

### (1) F 191 (15) Alternates

- (a) The major portion of existing residential development has occurred along the Flathead Lake Shore in the form of permanent and seasonal dwellings with the exception of the Dayton Community. Expansion of right-of-way along Alternate 7 would have a serious disrupting effect to this existing development as well as impacting the Fish and Game fishing access facility site. Disruption would also occur to presently undeveloped subdivisions located along the existing U.S. 93 alignment.
- (b) Alternates 1, 2, 3 and 4 aside from invading the previously described undeveloped subdivisions located just south of Dayton would have negative impacts to the community cohesiveness of Dayton and its elementary school environment.
- (c) Although skirting lake shore development, the community of Dayton and present subdivided areas, Alternate 5, entails a longer more visual alignment and infringes upon several acres of subirrigated farmland. Wildlife habitat may be more disrupted by the Alternate 5 alignment not only in terms of construction activity, increased traffic, noise and to some degree exhaust pollution, but also increased accessibility to a presently little disturbed mountain lake area (Black Lake). Changes to the community land use pattern would also tend to be more drastic as a result of Alternate 5 with respect to the potential shifting of retail and service facilities to the new alignment.
- (d) Alternate 6 coupled with Alternate 1, although encroaching on presently subdivided but yet undeveloped land, would bypass existing lake shore development, not interfere with the community cohesiveness of Dayton,

infringe upon considerably less subirrigated farmland than Alternate 5, would have less of an impact on existing Dayton retail facilities and potentially would have less of a changing influence on the existing community land use pattern of Dayton.

(2) F 191 (30) Alternates

- (a) Expansion of the P.T.W. Alternate right-of-way would require removal of the least number of residential structures but could potentially affect, in terms of degradation of the recreation environmental quality, the largest number of permanent and seasonal residences. Shifts in the F191 (30) project area land use pattern would less likely take place since existing development is oriented to the Flathead Lake shore particularly in the Rollins Area. Through right of way expansion, the most severe impacts of the three alternates could require removal of two retail and two cabin establishments. Agricultural land areas affected by the alignment involve the least amount of improved farmland, an average amount of rangeland, and almost the minimum requirement of forestland in comparison to the other two alternates. Stream crossings for the most part are equal in all the F191 (30) project alignments.
- (b) The Hill Alternate, although skirting a major portion of existing residential and commercial developments could conceivably require relocation or removal of five residences, the highest number of the three proposed alignments. Should unlimited accessibility be allowed along the alignment, the highway facility would have the greatest effect and changing influence of the land use pattern relative to the other two alternates. Agricultural land consumption is greatest with

the Hill Alternate in reference to farm and rangeland but utilizes the least amount of forestland.

(c) The alignment of the modified P.T.W. primarily follows the existing U.S. 93 alignment diverging at Rollins and at Table Bay. The modified version of the P.T.W., although encompassing slightly less residential structures within 1000 ft. than the P.T.W. Alternate, would possibly require relocation of as many structures as the Hill Alternate. The modified alternate would have less of an impact on existing commercial development than the P.T.W. and would have less influence relative to change in the existing land use pattern with the exception of the Table Bay Area than the Hill Alternate. Infringement on agricultural lands would be moderate in terms of farmland, minimal relative to rangeland and severe with respect to forestland.

V. The Relationship Between Local Short-Term Uses of Man's Environment and Maintenance and Enhancement of Long-Term Productivity.

The short-term uses of the environment for the two projects will consist of disruption of the area and traffic flow during the construction process, the taking of both forest and grass land for right-of-way, and the relocation of several homes and businesses.

The disruption caused by the construction process will be short-lived and last only as long as construction is in progress. Traffic flow will be greatly improved through the area by the projects when they are complete. The traffic in the project vicinity will not be seriously affected, although there may be some slight changes. Alternate No. 5 on the Elmo-Rollins project would cause the most significant change in traffic patterns.

The major long term effect will be the provision of a safe and efficient transportation facility to serve the traveling public.

Several of the alternates being considered would have an affect on some of the subdivisions in the area as the new highway could act more or less as a barrier and limit expansion in that direction.

The overall effects on water, air wildlife, etc., will be minimal.

#### VI. Irreversible and Irretrievable Commitments of Resources -

The major resources irretrievably committed to this project will be money, labor, and road and bridge building material. The possibility exists that some of the road and bridge materials could be salvaged and re-used if conditions warranted such action.

The land that will be needed for right-of-way will not be available for other use unless a demand greater than the roadway requires a change in land use. Some of the land needed for right-of-way is presently used for agricultural purposes, however, the amount that will be taken out of production is insignificant.

If Alternate No. 5 on the Elmo-Rollins project is built, it would greatly improve access to the Black Lake area which is now relatively inaccessible. However, due to the steep, rocky terrain we would not expect any significant amount of development. Recreational use of the area would probably increase, which could eventually cause some degradation of the lake and surrounding terrain unless the amount of use was somehow restricted or controlled.

The commitment of social and cultural resources will be insignificant.

There does not appear to be any major irreversible commitment of resources that would significantly affect the environment in the area of the project. Therefore, the use of the land, money, materials, etc., is considered to be justified as it will provide a much needed highway facility to serve the traveling public.

VII. Coordination With Others - The attached letter of intent was sent to various persons and agencies that were considered to have a vital interest in the project. The mailing list is included in the letter. Following the letter of intent are all the comments that were received.

Other pertinent correspondence is also attached.

## MONTANA HIGHWAY COMMISSION

HELENA, MONTANA 59601

May 9, 1972

H. J. ANDERSON  
DIRECTOR OF HIGHWAYS

IN RAILROAD

32-GOP

F-191(15)

Elmo - Rollins

F-191(30)

Flathead County  
Line South

(Sent to Attached List)

The two subject projects will involve the reconstruction of about 13 miles of U.T. Highway 93 between Polson and Kalispell. The existing highway is in very poor condition with a narrow roadway, numerous bad curves and poor sight distance. This stretch of highway is the only section of U.S. 93 between Polson and Kalispell that has not been rebuilt since the early 30's.

These two projects are now in the reconnaissance stage and a number of alternate alignments have been selected that we plan to include in our location studies. Attached is an aerial photo print that indicates each of the alternates. Also, we are planning on preparing reconnaissance contour mapping for each of the alternates in the very near future.

Our current plans in regard to the environmental issue are to prepare an environmental statement that will cover both of these projects. Therefore, our main purpose in writing to you at this time is to ask

(Cont'd.)

May 9, 1972

Page Two

that you provide us with any information you might have relating to environmental matters that might pertain to this area. We will appreciate any information that you might provide and will try and utilize it in our environmental statement.

Also, we will appreciate any comments that you might have in regard to anything planned for the area or anything presently existing that might affect or help us in our location studies. Any views or opinions either for or against any particular alternates will also be appreciated.

The following list indicates those agencies to which this letter is being sent. If you are aware of other agencies or groups that might be affected or concerned and are not on the list, please let us know and we will contact them.

Director, Department of Natural Resources  
and Conservation

Attention: Lawrence M. Jakub  
Sam W. Mitchell Building  
Helena, Montana 59601

Fletcher E. Newby, Executive Director  
Environmental Quality Council  
Capitol Station  
Helena, Montana 59601

Department of Health, Education & Welfare  
9017 Federal Office Building  
19th and Stout Street  
Denver, Colorado 80202

Federal Water Quality Administration  
Northwest Region  
Room 501, Pittock Block  
Portland, Oregon 95205

U.S. Department of Transportation  
Federal Highway Administration  
Helena, Montana 59601

(Cont'd)

May 9, 1972

Page Three

Director  
Montana Fish and Game Department  
Sam W. Mitchell Building  
Helena, Montana 59601

Agricultural Stabilization and Research  
Services  
112 West 13th Avenue  
Helena, Montana 59601

Director  
State Department of Health  
Helena, Montana 59601

Department of Planning & Economic  
Development  
Capitol Post Office  
Helena, Montana 59601

Dr. T.C. Byerly  
Office of Secretary of Agriculture  
Washington, D.C. 98109

Board of County Commissioners  
Lake County Courthouse  
Polson, Montana 59860

Board of County Commissioners  
Flathead County Courthouse  
Kalispell, Montana 59901

Soil Conservation Service  
51 North Main  
Kalispell, Montana 59901

U.S. Forest Service  
200 East Broadway  
Missoula, Montana 59801

Mr. Ole Ueland, Executive Secretary  
State Soil Conservation Committee  
Capitol Station  
Helena, Montana 59601

(Cont'd)

May 9, 1972

Page Four

Postmaster  
Rollins, Montana 59931

Postmaster  
Elmo, Montana 59915

Postmaster  
Dayton, Montana 59914

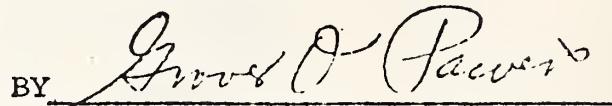
Environmental Protection Agency  
Denver Federal Center  
Denver, Colorado 80225

Mayor  
City of Polson  
Polson, Montana 59860

Mayor  
City of Kalispell  
Kalispell, Montana 59901

Very truly yours,

H.J. ANDERSON  
DIRECTOR OF HIGHWAYS

BY   
Grover O. Powers, P.E.,  
Supervisor - Preconstruction  
Section

32-GOP:SCK:CLL:jj

Enclosure

Internal Distribution:

cc: J.R. Beckert  
R.E. Champion  
J.J. Keithley  
V.C. Kologi  
D.D. Anderson  
I.B. Jensen



State of Montana

State Department of Health

and Environmental Sciences

HELENA, MONTANA 59601

May 19, 1972

Mr. H. J. Anderson  
Director of Highways  
Montana Highway Commission  
Helena, Montana 59601

Re: F-191 (15)  
Elmo-Rollins  
F-191 (30)  
Flathead County Line South

Dear Sir:

Our office has received and reviewed the preliminary information submitted in conjunction with an environmental evaluation of the above referenced proposed projects. Due to the proximity of this proposed construction activity to Flathead Lake and usage which this body of water receives, it is extremely important that erosion on the site be controlled in such a manner as to prevent water pollution.

Enclosed you will find one copy of Guidelines for Road Construction and Maintenance to Prevent Water Pollution. These recommendations have generally been followed in past projects, but we feel extra precautions are warranted here.

Very truly yours,

  
Steven L. Pilcher  
Water Quality Bureau  
Environmental Sciences Division

SLP:MS  
Enclosure



## *Memorandum*

TO : Montana Department of Highways  
Helena, Montana 32:CP

DATE: May 22, 1972

In reply refer to: 08-24.2.1

FROM : H. N. Stewart, Division Engineer  
Helena, Montana

By: E. B. Erickson  
District Engineer

SUBJECT: F 191(15) Elmo - Rollins  
F 191(30) Flathead County Line - South

Reference is made to your May 9, 1972 letter which requested comments relating to environmental matters that might pertain to the subject projects.

We have no specific comments to offer at this time.



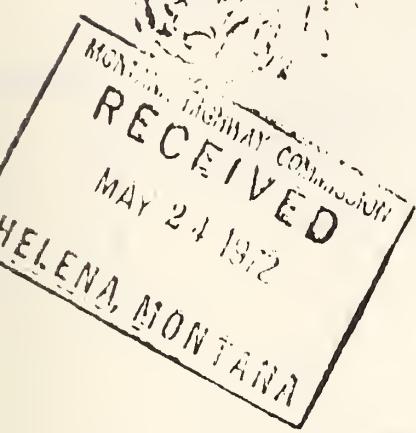
BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

# STATE OF NEW HAMPSHIRE

RECEIVED

DEPARTMENT OF FISH AND GAME

Helena, Montana 59601  
May 22, 1972



Mr. H. J. Anderson  
Director of Highways  
Department of Highways  
Helena, Montana 59601

Dear Mr. Anderson:

This correspondence is in reply to your request for information concerning the Elmo-Rollins and Flathead County Line-South projects. This department owns one land parcel of 3.4 acres in size which is presently undeveloped. The location of this is T 24N, R 21W, Sec. 16. The name of the area is Juniper Beach.

We do not plan to develop this site in the foreseeable future. We do, however, wish to insure that legal access into the area is provided. If there is encroachment on the area we would like to be advised.

Concerning the environmental issues of the proposed alignment and alternates, we don't at this time see any specific problems. There may be some special question about alternates 6 and 5 in the Dayton area as far as use by wildlife is concerned. Other than that, only normal effects on the environment would be anticipated.

Sincerely,

Ralph W. Barnard

RALPH W. BOLAND, ASSISTANT CHIEF  
ENVIRONMENT AND INFORMATION DIVISION

RWB/sd

cc: Joe Egan  
Wes Woodgerd  
Otis Robbins

May 23, 1972

Mr. H. J. Anderson  
Director of Highways  
Department of Highways  
Helena, Montana

Attention: Mr. Grover O. Powers

Dear Mr. Anderson:

This will acknowledge receipt of your letter of May 9, 1972 concerning F-191(15) and F-191(30) on U.S. Highway 93 between Polson and Kalispell.

We are pleased to see that you intend to prepare an environmental impact statement on these projects. We do not have any comments on environmental matters at this time. We forwarded Mr. Thain White's letter of March 25, 1972 to you earlier.

We suggest that you send information on these projects to the Flathead Lakers, Box 656, Polson 59860. This is a large organization of landowners and concerned individuals around the lake who will be interested in the projects.

Thank you for your efforts to comply with the Montana Environmental Policy Act.

Montana Environmental Policy Act			
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FEN/nib

West

112

Sincerely yours,

*Fletcher E. Newsome*

FLETCHER E. NEWSOME  
Executive Director



HELENA, MONTANA 59601

May 24, 1972

H. J. ANDERSON  
DIRECTOR OF HIGHWAYS  
IN RE: REFER TO

32-GOP

F-191(15)  
Elmo - Rollins  
F-191(30)  
Flathead County  
Line South

Flathead Lakers  
Box 656  
Polson, Montana 59860

Gentlemen:

The attached letter and aerial photo were recently distributed to the indicated list of agencies requesting any information or comments they might have concerning the two subject projects.

We have received a response from the Montana Environmental Quality Council in which they suggested that we send a copy of our letter to your organization. Therefore, we are doing this and will appreciate any comments or opinions you may have regarding these projects.

Very truly yours,

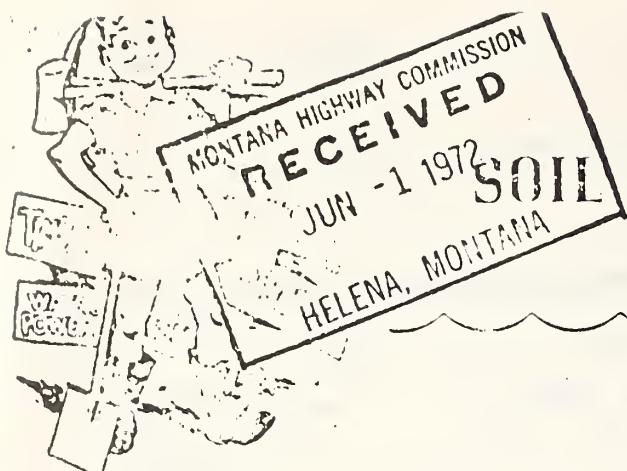
H. J. ANDERSON  
DIRECTOR OF HIGHWAYS

BY

*Grover O. Powers*  
Grover O. Powers, P.E.,

Supervisor - Preconstruction  
Section

32-GOP:SCK:GLL:jj  
Enclosures  
cc: G.C. Kologi



A rectangular stamp with a double-line border. The text 'MONTANA HIGHWAY COMMISSION' is at the top, 'RECEIVED' is in the center, 'JUN - 1 1972' is below it, and 'HELENA, MONTANA' is at the bottom. The stamp is oriented diagonally.

Lake County  
CONSERVATION DISTRICT

## CONSERVATION CHARLEY

Copyright 1951 Green Mtn. Soil Cons. Dist.

Montana Highway Commission  
Grover O. Powers, P.E.  
Supervisor - Preconstruction Section  
Helena, Montana 59601

Re: 32-GOP  
F-191(15)  
Elmo-Rollins  
F-191(30)  
Flathead County Line South

Dear Mr. Powers:

In reply to your letter of May 9, requesting information on the above project, this conservation district has the following comments.

We would prefer the routing of Alternate #5, to relieve the congestion of traffic along the lakeshore, and the Hill Alternate for substantially the same reason.

We hope the highway would be constructed with fill and cut slopes which would be adaptable to normal methods of re-vegetation.

Sincerely,

Charles Harball, at  
Charles Harball, Chairman

cc: O.M. Ueland



# Montana Department of Natural Resources and Conservation

FORREST H. ANDERSON, GOVERNOR  
GARY WICKS, DIRECTOR

MEMBERS OF THE BOARD  
JOSEPH B. REBER, CHAIRMAN  
JOSEPH W. SADOL  
DEAN HANSON  
RILEY OSIBY  
HERBERT HUENNEKENS

449-3712  
SAM W. MITCHELL BUILDING  
HELENA, MONTANA 59601

June 2, 1972

Mr. Grover O. Powers, P.E.  
Supervisor - Preconstruction Section  
Montana Highway Department  
Helena, Montana 59601

Dear Mr. Powers:

We have reviewed the information you sent to this Department concerning the proposed reconstruction of about 13 miles of U.S. Highway 93 between Polson and Kalispell.

Three separate parcels of classified State forest land could be affected in some degree by the proposed reconstruction and realignment.

A small timber sale is planned for the NW $\frac{1}{4}$  Sec. 20 T25N-R20W and our Division of Forestry is presently in the process of seeking access. We note with interest that the hill alternative route appears to touch the SE corner of this  $\frac{1}{4}$  section and may provide possible management access to this parcel. As soon as an alternative has been selected for this area we would like to request that our Division of Forestry be notified so that the most beneficial access route can be obtained.

The Division of Forestry has done considerable thinning in Section 8 T25N-R20W. It appears that the proposed road location in this area will not affect this section unless the present access is restricted.

Restriction of any access to the S $\frac{1}{2}$  of Section 16 T25N-R20W would also be of concern to our Division of Forestry.

Sincerely,

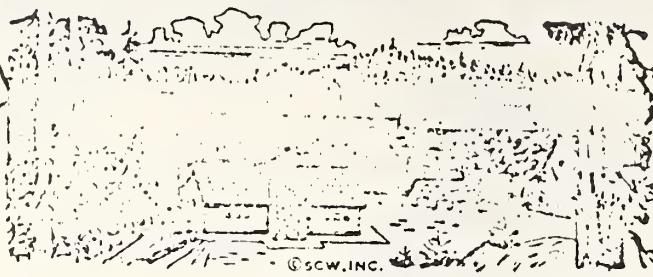
*Lawrence M. Jakub*  
Lawrence M. Jakub  
Assistant for Environmental  
and Legal Affairs

LMJ:ns  
cc: Gary Wicks  
Gary Moon

## FLATHEAD LAKERS, INC.

A NON-PROFIT CORPORATION  
OF FLATHEAD LAKE RESIDENTS

A rectangular stamp with a double-line border. The text 'MONTANA HIGHWAY COMMISSION' is at the top, 'RECEIVED' is in the center, 'JUN - 8 1972' is below it, and 'HELENA, MONTANA' is at the bottom.



P. O. Box 314 :::: POLSON, MONTANA — 59860

June 8, 1972

Grover O. Powers  
Supervisor - Preconstruction Section  
Montana Highway Commission  
Helena Montana

Dear Mr. Powers:

Reference your letter of May 24 regarding a request for comment on the proposed alternates on the section of highway U.S. 93 between Polson and Kalispell I have consulted with members who live in that area.

It is a little difficult to give much constructive comments without your environmental impact study, especially covering soil structure. we are in agreement that an attempt be made to avoid large side hill cuts that show up such as those you can see clear across the lake on the East Shore.

Also that any area directly adjacent to the shore be avoided due to the wash and silt problem arising from such construction that creates a new shore surface. It is quite simple to see the result of such erosion problems in places like the new Marina at Tolson.

This much may not be of too much help but it is the best we can do with the information.

Sincerely,  
Bourke Mac Donald  
President

Date Recd. Precincts	MAIL ROUTE		ATTACH		FILE	
	1	2	3	4	5	6
10/10/2013	20	21	22	23	24	25
10/11/2013	26	27	28	29	30	31
10/12/2013	32	33	34	35	36	37
10/13/2013	38	39	40	41	42	43
10/14/2013	44	45	46	47	48	49
10/15/2013	50	51	52	53	54	55
10/16/2013	56	57	58	59	60	61
10/17/2013	62	63	64	65	66	67
10/18/2013	68	69	70	71	72	73
10/19/2013	74	75	76	77	78	79
10/20/2013	80	81	82	83	84	85
10/21/2013	86	87	88	89	90	91
10/22/2013	92	93	94	95	96	97
10/23/2013	98	99	100	101	102	103
10/24/2013	104	105	106	107	108	109
10/25/2013	110	111	112	113	114	115
10/26/2013	116	117	118	119	120	121
10/27/2013	122	123	124	125	126	127
10/28/2013	128	129	130	131	132	133
10/29/2013	134	135	136	137	138	139
10/30/2013	140	141	142	143	144	145

UNITED STATES DEPARTMENT OF AGRICULTURE

SOIL CONSERVATION SERVICE

P. O. Box 970, Bozeman, Montana 59715

June 8, 1972

H. J. Anderson, Director of Highways  
Montana Highway Commission  
Helena, Montana

Dear Mr. Anderson;

This letter is in reply to your reference 32-GOP Elmo - Rollins, F-191 (30), Flathead County Line South.

Your request for information relative to environmental impact of proposal highway routes was referred to the Lake County Conservation District supervisors for review. Following are their comments:

" For project F 191 -(15) preference was for ALT-5. This would keep traffic away from lakeshore and afford an elevated view of Wildhorse Island, Mission Mountains, and the lake itself. One problem will exist west of Dayton where the proposed route will run along side and parallel to a sprinkler irrigation mainline. It is believed that a satisfactory relocation of the mainline could be worked out. A right of way relocation might also be considered here. Also would recommend overpass and underpass where this route would intersect proposed new road to Lake Mary Ronan (FAS. 352).

On project F 191 (30) the supervisors recommend the Hill ALT. route. This would cut diagonally across some pasture land but it is thought the long term advantages would outweigh the disadvantages.

It is further recommended that controlled access be established where main feeder roads join the proposed routes.

It is also recommended that adequate underpasses be provided for livestock movement. These need only be arch culverts of sufficient size (7 ft.). Also suggested is that side slopes be kept as close to 3-1 as possible so that revegetation could be carried out with a good chance of success.

Above choice of alternate routes would appear to least damage the environment and at the same time result in an acceptable traffic route.

3  
P.

When complete this road system will experience about the same concentration of traffic as does Interstate 90 through the Missoula Area."

We hope that these observations of local residents will be helpful to you in preparing your environmental impact statement.

Sincerely,

*A. B. Linford*

A. B. Linford  
State Conservationist

cc: Dr. T. C. Byerly, Washington, D.C.  
William B. Davey, SCS, Washington, D.C.

Date Recd. Preconstr.	6/22/22	Info	Act	Attach	Ref
MAIL ROUTE					
20 GCP	RMH				
21 Missoula					
22 Spurting Design					
23 Office Engineers					
24 Weatherman					
25 Large pe					
26 Test results					
27 Hydrofig					
28 Traffic					
29 Missoula					
30 SCS Roads					
31 Consultant Design					
					File

UNITED STATES DEPARTMENT OF AGRICULTURE  
FOREST SERVICE  
Region 1, Missoula, Montana 59801

ENTRY TO: 7700 Transportation System

August 3, 1972

**SUBJECT:** U.S. 93 - Elmo to Flathead County Line



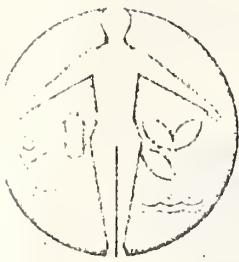
TO: H.J. Anderson, Director of Highways  
Department of Highways  
6th Avenue & Roberts  
Helena, Montana 59601

We have reviewed the various tentative locations of Elmo-Rollins and Flathead County line south projects on U.S. Highway 93. Both sections are in need of reconstruction.

From an environmental aspect, the final route selection should consider the effects the road will have on the view from Flathead Lake.

None of the proposed routes encroach on any known areas specially designated under Section 4(f) of the Department of Transportation Act of 1966.

LELAND C. LANDMAN  
Acting Division Chief  
Division of Engineering



# Department of Health and Environmental Sciences

STATE OF MONTANA HELENA, MONTANA 59601

John S. Anderson M.D.  
DIRECTOR

December 10, 1974

Stephen C. Kologi, P.E.  
Chief, Preconstruction Bureau  
Department of Highways  
Sixth and Roberts Streets  
Helena, MT 59601

Re: F-191(15) - Elmo-Rollins  
F-191(30) - Flathead Co.  
Line-South

Dear Mr. Kologi:

We have reviewed the plans of the referenced project and find there should be no adverse effects on air quality from the construction of this project. We know of nothing existing or planned that would adversely effect the project in air quality considerations. We assume that the usual precautions will be taken during construction to protect the environment from excessive dust and that any clearing and grubbing will be done according to current specifications.

If we can be of further help please contact us.

Sincerely,

R. Clark Neilson  
Air Pollution Control Specialist  
Air Quality Bureau

RCN:dmg

Date Recd. Preconst.		MAIL ROUTE	FILED
Act	Info		
		30	
		30 Proj. Spec. Regs	
		31 Proj. Specifics	
		32 Proj. Name, Design	
		33 Proj. M. Plan	
		34 Hydraulic	
		35 Surface & Drain	
		36 Erosion Control	
		37 J.S. Kestling	
		38 Traffic	
		39 Pub. Hearing	
		36 Ret. - Off. in	
		35 Control of Dust	
		36	



STATE OF MONTANA  
DEPARTMENT OF HIGHWAYS

HELENA, MONTANA 59601

STATE OF MONTANA  
DEPARTMENT OF HIGHWAYS

March 4, 1974

IN REPLY REFER TO  
0026:PRD

Mr. Larry Hall  
E.D.A.  
Flathead Indian Reservation  
Dixon, Montana 59831

Dear Mr. Hall:

The Montana Department of Highways is presently considering improvement of U.S. 93 in a corridor area from Elmo North to the Lake-Flathead County Line. (See Attached Map) Several alternative route locations have been selected through the U.S. 93 corridor area. Each of these alternative route locations are to be analyzed in light of environmental, social, economic and land use impacts to the Flathead Lake West Shore Area. Forthcoming from the alternative route analysis will be a draft Environmental Impact Statement for public and government agency review.

Local data inputs needed for alternative route analysis include existing land use information, land use plans, housing data and known community facility and utility projects within or immediately adjacent to the highway project area. This information is invaluable in terms of evaluating U.S. 93 proposed alternative routes relative to local area conditions and plans. The following is a categorical outline of information required for analysis.

**I. Existing Land Use**

Maps or data indicating land use types and intensity.

- a) Residential (permanent and seasonal)
- b) Commercial (shopping and tourist oriented)
- c) Industrial (Light and heavy industrial)
- d) Agricultural (Crop land and range land)
- e) Recreational (parks and open space)
- f) Mineral production (quarries and underground mining)
- g) Communication and Utility (land and easements)

GEORGE VUGANOVICH, CHAIRMAN  
HELENA



STATE OF MONTANA  
DEPARTMENT OF HIGHWAYS

HELENA, MONTANA 59601

H. J. ANDERSON  
DIRECTOR OF HIGHWAYS

March 4, 1974

IN REPLY REFER TO  
0026:PRD

Mr. Larry Hall  
Page 2

II. Proposed Land Use

Any proposed Land Use Plans.

III. Proposed Projects

- a) housing
- b) new subdivisions
- c) water and sewer projects
- d) parks and recreation areas
- e) community facilities - hospitals, churches, schools, etc.
- f) commercial shopping facilities
- g) industrial facilities
- h) other

IV. Housing Condition Surveys and Minority Group Concentrations.

Hopefully much of this information may be already available in existing reports and studies. Any consideration or assistance given in obtaining this information would be most appreciated.

Very Truly Yours,

H.J. ANDERSON  
Director of Highways

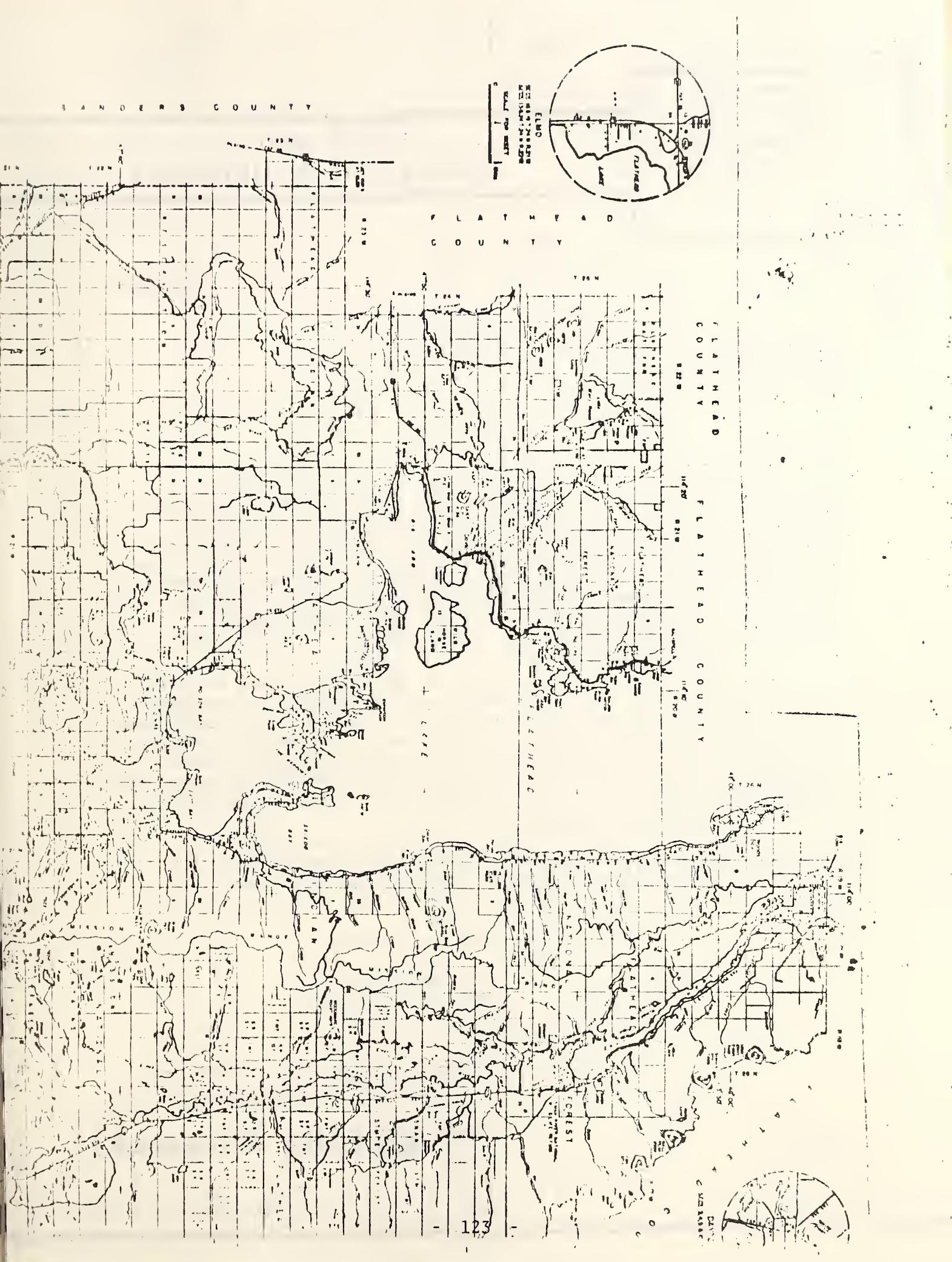
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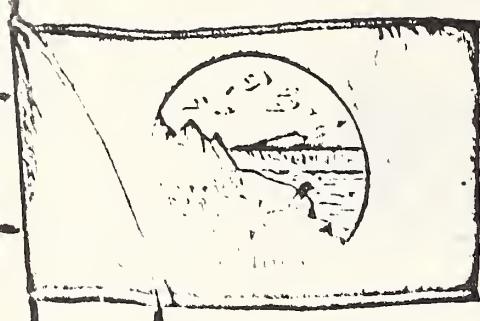
Paul R. DeVine, Chief  
Planning and Research Bureau

PRD:RH:cv  
Enclosure

*(No Reply Received)*

GEORGE VUKANOVICH, CHAIRMAN  
HELENA





STATE OF MONTANA  
DEPARTMENT OF HIGHWAYS

HELENA, MONTANA 59601

H. J. ANDERSON  
DIRECTOR OF HIGHWAYS

March 5, 1974

IN REPLY REFER TO  
OO26: PRD

Regional Planning Association of Western Montana  
133 West Main  
Missoula, Montana 59801

Dear Sir:

The Montana Department of Highways is presently considering improvement of U.S. 93 in a corridor area from Elmo North to the Lake-Flathead County Line. (See attached map) Several alternative route locations have been selected through the U.S. 93 corridor area by the Engineering Division. Each of these alternative route locations are to be analyzed relative to environmental, social, economic and land use impacts to the Flathead Lake West Shore Area. Forthcoming from the alternative route analysis will be a draft environmental impact statement for public and government agency review.

Local (project area) inputs needed for alternative route analysis includes existing land use information, land use plans, land ownership, housing data and known proposed community facility and utility improvement projects. Other local information of which we are attempting to obtain includes: soils, geology (geomorphologic features), climate, ground water characteristics, vegetation, wildlife, water quality, fisheries and history. Hopefully much of this information may be already available in existing reports and studies.

Any consideration of assistance given by your organization in helping us to obtain this information would be most appreciated.

Very truly yours,

H. J. ANDERSON  
Director of Highways

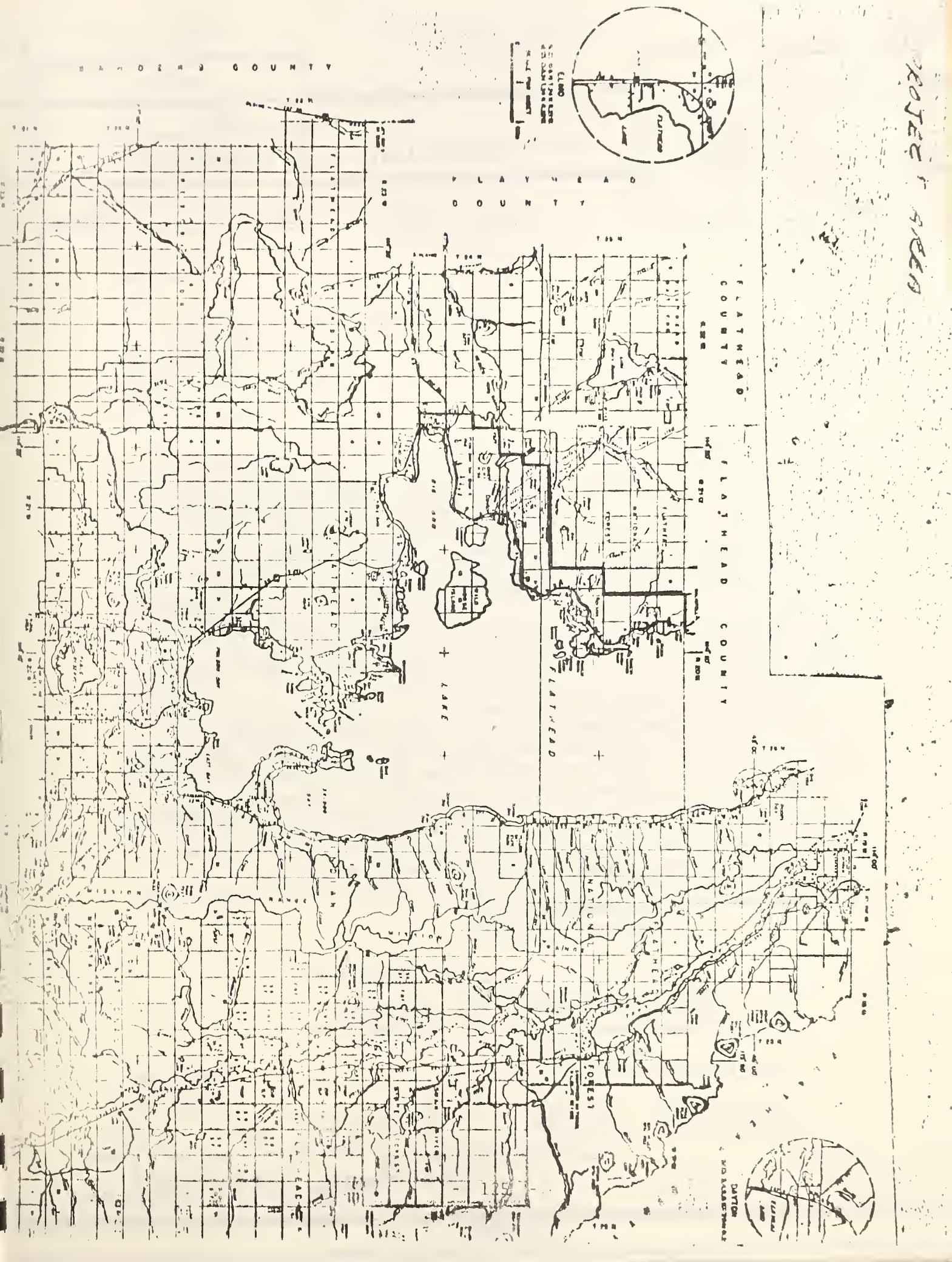
BY

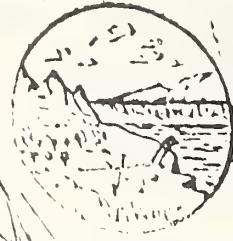
Paul R. DeVine, Chief  
Planning and Research Bureau

(No ~~Enc~~ Reply Received)

GEORGE VUCANOVICH, CHAIRMAN  
HELENA

PRD: RH: cv  
Enclosure





STATE OF MONTANA  
DEPARTMENT OF HIGHWAYS

HELENA, MONTANA 59601

H. J. ANDERSON  
DIRECTOR OF HIGHWAYS

March 6, 1974

IN REPLY REFER TO:  
0026: PRD

Mr. Albert Meyers, Chairman  
Board of Lake County Commissioners  
Lake County Courthouse  
Polson, Montana 59860

Dear Mr. Meyers:

The Montana Department of Highways is presently considering improvement of U.S. 93 in Lake County, Montana. These improvements will take place within a corridor area from the community of Elmo north to the Lake-Flathead County Line. (Refer to attached map) Several alternative route locations have been selected through the U.S. 93 corridor area by our Engineering Division. Each of these alternative route locations are to be analyzed relative to environmental, social, economic and land use impacts to the Flathead Lake West Shore Area. Forthcoming from the alternative route analysis will be a draft environmental impact statement for public and government agency review.

Local (project area) inputs needed for alternative route analysis include known proposed community facility and utility improvement projects. Examples of these projects would be housing, water and sewer improvements, motels and tourist related facilities, county roads, etc.

Other local project area information of which we are attempting to obtain includes: land ownership in conjunction with federal, state, local government owned lands; Burlington Northern lands; private land areas with lots under five acres, and new subdivided areas.

Any consideration or assistance given in helping us to obtain this information would be most appreciated.

Very truly yours,

H. J. ANDERSON  
Director of Highways

By

Paul R. DeVine, Chief

GEORGE VUCANOVICH, CHAIRMAN Planning and Research Bureau  
HELEN

(No Reply Received)

L. BACHELTER  
BILLINGS

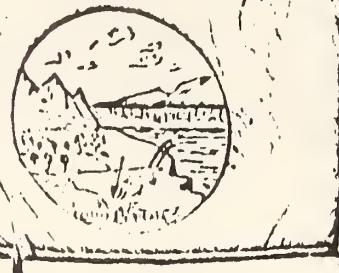
JAY CALONDE  
SIDNEY

PRD: RH: cv  
Enclosure

WILLIAM KELLY, CHAIRMAN  
BLACKFOOT

G. R. LONEY  
BILLINGS

STATE OF MONTANA  
DEPARTMENT OF HIGHWAYS



HELENA, MONTANA 59601  
March 6, 1974

H. J. ANDERSON  
DIRECTOR OF HIGHWAYS

IN REPLY REFER TO:  
0026:PRD

Mr. A.B. Linford, State Conservationist  
Soil Conservation Service  
P.O. Box 970  
Bozeman, Montana 59715

Dear Mr. Linford:

The Montana Department of Highways is presently considering improvement of U.S. 93 in a corridor area from Elmo North to the Lake-Flathead County Line. (See attached map) Several alternative route locations have been selected through the U.S. 93 corridor area. Each of these alternative route locations are to be analyzed in light of environmental, social, economic and land use impacts to the Flathead Lake West Shore Area. Forthcoming from the alternative route analysis will be a draft Environmental Impact Statement for public and government agency review.

In order to determine and analyze U.S. 93 project impacts relative to soils we would like to obtain any project area soil data relative soil descriptions, soil maps and limiting characteristics. Categories of development for which the limiting characteristics would be related include: residential development, commercial and industrial development, flood hazard, water table, traffic supporting capabilities and septic tanks. Hopefully much of this information may be already available in existing reports and studies.

Any consideration or assistance given in obtaining this requested information would be most appreciated.

Very truly yours;

H.J. ANDERSON  
Director of Highways

By

Paul R. DeVine, Chief  
Planning and Research Bureau

PRD:RH:cv  
Enclosure

*Reply Received*  
(Reply Received)

GEORGE VUCANOVICH, CHAIRMAN  
HELENA

W.M. KELLY, VICE CHAIRMAN  
BLACKFOOT

G.R. COONEY  
BUTTE

*pick*  
*idowell*  
**UNITED STATES DEPARTMENT OF AGRICULTURE**

**SOIL CONSERVATION SERVICE**

P. O. Box 970, Bozeman, MT 59715

March 11, 1974

Paul R. DeVine, Chief  
Planning and Research Bureau  
Montana Department of Highways  
Helena, Montana 59601 .

Dear Mr. DeVine:

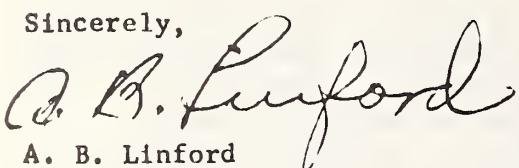
This is in reply to your letter dated March 6, 1974, regarding the availability of soil surveys for an area on the west side of Flathead Lake. Specifically, the area you identified is from Elmo north to the Lake-Flathead County line.

At present we don't have soil surveys covering this area. However, we will be happy to make a soil survey of this area and to provide you with the interpretations you ask for.

We will plan to have the information available to you by about June 15, 1974.

We are pleased to have the opportunity to assist you in your highway planning program.

Sincerely,



A. B. Linford  
State Conservationist



STATE OF MONTANA  
DEPARTMENT OF HIGHWAYS

ELMO, MONTANA 59830

H. J. ANDERSON  
DIRECTOR OF HIGHWAYS

March 7, 1974

REPLY REFER TO:  
0026:PRD

Mr. Carl M. Dupuis, P.E.  
Enplan Corporation  
No. 55 Market St., Suite D-3  
Kirkland, Washington 98033

Dear Mr. Dupuis:

The Montana Department of Highways is presently considering improvement of U.S. 93 in Lake County, Montana. These improvements will take place within a corridor area from the community of Elmo north to the Lake-Flathead County Line. (Refer to attached map) Several alternative route locations have been selected through the U.S. 93 corridor area by our Engineering Division. Each of these alternative route locations are to be analyzed relative to environmental, social, economic and land use impacts to the Flathead Lake West Shore Area. Forthcoming from the alternative route analysis will be a draft environmental impact statement for public and government agency review. Since the southern portion of this highway project involves the Flathead Indian Reservation it is our hope that we could obtain your assistance either in finding local data or steering us to appropriate information sources.

Local (project area) inputs needed for alternative route analysis includes existing land use information, local land use plans, land ownership, housing data and known proposed community and utility projects.

Other local information needed includes: soils, geology, (geomorphologic features), climate, ground water characteristics, vegetations, wildlife, water quality, fisheries and local history. Hopefully much of this information may be already available in existing reports and studies.

Any consideration or assistance given in helping us to obtain this valuable information would be most appreciated.

Very truly yours,

H. J. ANDERSON  
Director of Highways

By

*Paul R. DeVine*  
Paul R. DeVine, Chief  
Planning and Research Bureau

*(Reply Received)*

GEORGE VUCANOVICH, CHAIRMAN  
HELENA

PRD:RH:cv  
Enclosure



# ENPLAN CORPORATION

(206) 827-8768 • Suite A-1 119 Lake Ave. W. • Kirkland, Wa. 98033

March 18, 1974

State of Montana  
Department of Highways  
Helena, MT 59601

Re: 0026: PRD

Dear Mr. DeVine:

In reply to your letter dated March 7, 1974 we regret to advise you that local published data required for the route analysis and draft EIS is difficult to obtain, especially in a readily usable form. However, sources of data which you may want to investigate are:

- ✓ a) Flathead Indian Agency  
Dixon, Montana  
Mr. Fred J. Houle, Jr., Tribal Secretary
- ✓ b) Bureau of Indian Affairs  
Ronan, Montana  
Mr. Albert Rennic, Acting Superintendent
- c) Western Regional Planning Association  
Missoula, Montana
- d) Flathead County Regional Planning Office  
Kalispell, Montana  
Paul Kane
- e) University of Montana  
Missoula, Montana  
Dr. Gary Crosby (Geologist)
- f) Montana Bureau of Mines  
Willis Johns
- g) Soil Conservation Service
- h) University of Montana  
Department of Zoology  
(Flathead Drainage Water Quality Research Project)
- i) Flathead Irrigation Project  
St. Ignatius, Montana  
Mr. George Moon

State of Montana  
March 18, 1974  
Page 2

- j) University of Montana  
Dr. Carling Maloof
- k) State of Montana  
Department of Planning and Intergovernmental Relations  
Mr. Byron Roberts
- l) Flathead County Assessors Office

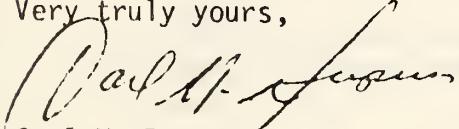
As you know, our staff has provided the Flathead tribal government with comprehensive planning assistance. Most of our activities concerned the collection of available planning data for further studies. This information is on file at the Flathead Indian Agency.

Sometime within the next two or three months we hope to have available for distribution a report documenting the first year's planning effort. Copies of the report will be available from the Department of Planning and Intergovernmental Relations.

Should you desire, staff personnel can be made available to assist your office in review of data on file at the Flathead Indian Agency and to obtain either duplicate or supplementary data as may be needed.

Our firm is conducting a corridor transportation study for Pago Pago, American Samoa, and an environmental impact statement for the National Park Service. Accordingly, we are well aware of the problems encountered in obtaining data. We wish we could be more responsive to your requests.

Very truly yours,



Carl M. Dupuis, P. E.  
President

pbe



March 7, 1974

0026:PRD

Mr. Sam Gilluly, Director  
Montana Historical Society  
225 North Roberts  
Helena, Montana 59601

Dear Mr. Gilluly:

The Montana Department of Highways is presently considering improvement of U.S. 93 in a corridor area from Elmo North to the Lake-Flathead County Line. (See attached map) Several alternative route locations have been selected through the U.S. 93 corridor area. Each of these alternative route locations are to be analyzed in light of environmental, social, economic and land use impacts to the Flathead Lake West Shore Area. Forthcoming from the alternative route analysis will be a draft Environmental Impact Statement for public and government agency review.

Local data inputs needed for alternative route analysis include location of historical sites, local history and knowledge of any restoration plans.

Any consideration or assistance your department could give us in obtaining this information would be most appreciated.

Very truly yours,

H.J. ANDERSON  
Director of Highways

By \_\_\_\_\_  
Paul R. DeVine, Chief  
Planning and Research Bureau

PRD:RH:6v  
Enclosure

(No Reply Received)

STATE OF MONTANA  
DEPARTMENT OF HIGHWAYS

HELENA, MONTANA 59601

H. J. ANDERSON  
DIRECTOR OF HIGHWAYS

March 7, 1974

IN REPLY REFER TO:  
0026:PRD

Mr. E.L. Corpe, Supervisor  
Flathead National Forest  
P.O. Box 147  
290 N. Main  
Kalispell, Montana 59901

Dear Mr. Corpe:

The Montana Department of Highways is presently considering improvement of U.S. 93 in a corridor area from Elmo North to the Lake-Flathead County Line. (See Attached Map) Several alternative route locations have been selected through the U.S. 93 corridor area. Each of these alternative route locations are to be analyzed in light of environmental, social, economic and land use impacts to the Lake Flathead West Shore Area. Forthcoming from the alternative route analysis will be a draft Environmental Impact Statement for public and government agency review.

Local data inputs needed for alternative route analysis include: specific forest service boundaries, vegetation descriptions and locations, expansion plans and existing or proposed multiple use plan the Forest Service may have particularly relative to road construction and recreational facilities.

Hopefully much of this information may be already available in existing reports and studies.

Any consideration or assistance given in helping us to obtain this information would be most appreciated.

Very truly yours,

H.J. ANDERSON  
Director of Highways

By

Paul R. DeVine, Chief  
Planning and Research Bureau

*(Reply Received)*

GEORGE VUCANOVICH, CHAIRMAN  
HELENA

PRD:RH:cv  
Enclosure

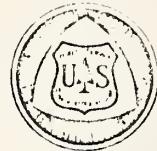
UNITED STATES DEPARTMENT OF AGRICULTURE

FOREST SERVICE

Swan Lake Ranger District  
Bigfork, Montana 59911

8200

March 15, 1974



Mr. Paul R. DeVine, Chief  
Planning & Research Bureau  
State of Montana, Dept. of Highways  
Helena, Mt. 59601

L

Dear Sir:

The U.S. 93 corridor area described in your letter dated March 7, 1974, does not include any National Forest land. The Forest Service does not have any land use planning information for the area. We are enclosing a map showing the National Forest boundary in the area.

We will be interested in your proposed alternative routes regardless of their location and would appreciate being informed of them as the information becomes available.

Sincerely,

A handwritten signature in black ink, appearing to read "William L. Pederson".  
WILLIAM L. PEDERSON  
District Ranger

Encl.

March 7, 1974

0026:PHD

Mr. Gary J. Wicks, Director  
Department of Natural Resources and Conservation  
32 South Ewing  
Helena, Montana 59601

Dear Mr. Wicks:

The Montana Department of Highways is presently considering improvement of U.S. 93 in a corridor area from Elmo North to the Lake-Flathead County Line. (See Attached Map) Several alternative route locations have been selected through the U.S. 93 corridor area. Each of these alternative route locations are to be analyzed in light of environmental, social, economic and land use impacts to the Flathead Lake West Shore Area. Forthcoming from the alternative route analysis will be a draft Environmental Impact Statement for public and government agency review.

Local data inputs needed for alternative route analysis include geologic history, geology characteristics, differentiation between bedrock and valley fill material, major land forms, geologic resources, principal aquifers and recharge area, geologic hazards, and seismic activities. Hopefully much of this information may be already available in existing reports and studies.

Any consideration or assistance given in helping us to obtain this valuable information would be most appreciated.

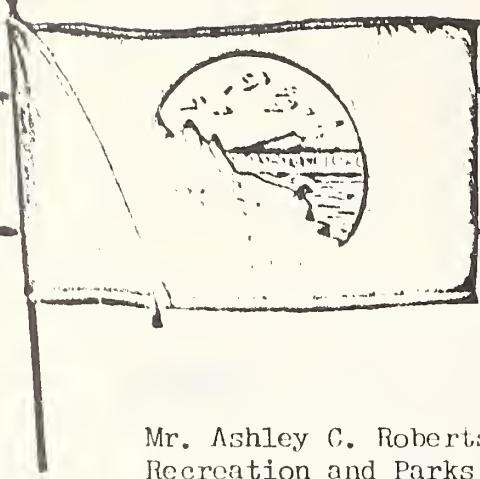
Very truly yours,

H.J. ANDERSON  
Director of Highways

By \_\_\_\_\_  
Paul R. DeVine, Chief  
Planning and Research Bureau

PRD:RH:cv  
Enclosure

(No Reply Received)



STATE OF MONTANA  
DEPARTMENT OF HIGHWAYS

HELENA, MONTANA 59601

H. J. ANDERSON  
DIRECTOR OF HIGHWAYS

March 5, 1974

IN REPLY REFER TO  
0026:PRD

Mr. Ashley C. Roberts, Administrator  
Recreation and Parks  
Department of Fish and Game  
Sam W. Mitchell Building  
Helena, Montana 59601

Dear Mr. Roberts:

The Montana Department of Highways is presently considering improvement of U.S. 93 in Lake County, Montana. These improvements will take place within a corridor area from the community of Elmo north to the Lake-Flathead County Line. (Refer to attached map) Several alternative route locations have been selected through the U.S. 93 corridor area by our Engineering Division. Each of these alternative route locations are to be analyzed relative to environmental, social, economic, and land use impacts to the Flathead Lake West Shore Area. Forthcoming from the alternative route analysis will be a draft environmental impact statement for public and government agency review.

Since the Fish and Game Department has park and fishing access facilities within the project area we would like to obtain any information relative to the exact location of existing facilities, expansion plans of existing facilities or proposed plans of future park and access areas.

Other project area data needed includes wildlife characteristics relative to species present, migration routes, range locations and possible areas of extreme vehicular-wildlife conflicts.

Any consideration or assistance given in helping us to obtain this information would be most appreciated.

Very truly yours,

H. J. ANDERSON  
Director of Highways

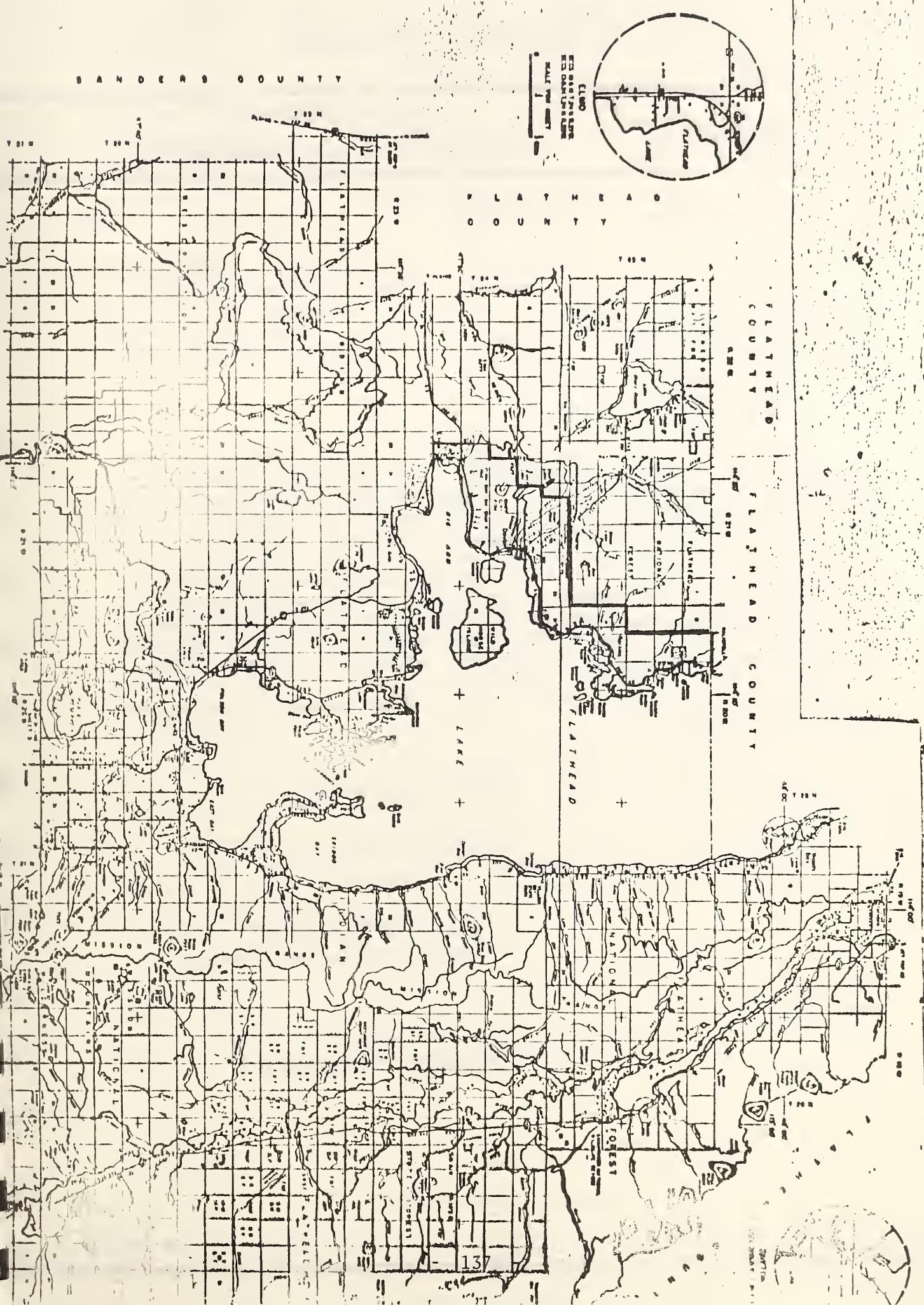
By \_\_\_\_\_  
Paul R. DeVine, Chief  
Planning and Research Bureau

(Reply Received)

GEORGE VULCANOVICH, CHAIRMAN  
HELLENA

PRD:RD:cv  
Enclosure

PROJECT AREA



THOMAS J. DUDGE

CLIFFORD TURNOR



STATE OF MONTANA  
DEPARTMENT OF HIGHWAYS

HELENA, MONTANA 59601

H. J. ANDERSON  
DIRECTOR OF HIGHWAYS

March 7, 1974

REPLY REFER TO:  
0026:PRD

Mr. Wesley R. Woodgerd, Director  
Department of Fish and Game  
Sam W. Mitchell Building  
Helena, Montana 59601

Dear Mr. Woodgerd:

The Montana Department of Highways is presently considering improvement of U.S. 93 in a corridor area from Elmo north to the Lake-Flathead County Line. (See attached map) Several alternative route locations have been selected through the U.S. 93 corridor area. Each of these alternative route locations are to be analyzed in light of environmental, social, economic and land use impacts to the Flathead Lake West Shore Area. Forthcoming from the alternative route analysis will be a draft for public and government agency review.

Local data inputs needed for alternative route analysis include determination of any sites of historic or archaeologic value. Hopefully this information may be already available in existing reports, studies or plans.

Any consideration or assistance given in obtaining this information would be most appreciated.

Very truly yours,

H. J. ANDERSON  
Director of Highways

By \_\_\_\_\_

Paul R. DeVine, Chief  
Planning and Research Bureau

PRD: RH: cv  
Enclosure

(Reply Received)

≡

GEORGE VUCANOVICH, CHAIRMAN  
HELENA

CONGRESS

COMMITTEE

1974

STATE OF MONTANA

DEPARTMENT OF

FISH AND GAME

Helena, Montana  
March 20, 1974

Mr. Paul R. DeVine, Chief  
Planning and Research Bureau  
Department of Highways  
Capitol Post Office  
Helena, Montana 59601

Re: 0026:PRD, and  
F191(15) Elmo-Rollins  
F191(30) Flathead County  
Line South

Dear Mr. DeVine:

Thank you for your letter requesting information on historic sites in the vicinity of highway U. S. 93 on the west shore of Flathead Lake.

Ash Roberts, Administrator of our Recreation and Parks Division, replied on January 22 to Mr. Stephen Kologi of your Preconstruction Section regarding the impacts of the alternative routes on recreation and historic sites. We have also transmitted much of this information to Dick Howell of your bureau. However, below I will summarize our present knowledge of historic sites within and near your project area.

Mr. Kologi, in his letter of January 11, mentioned "some type of archeological site near the mouth of Dayton Creek where numerous artifacts have been found." This was the first we knew of this site, and any information about it or other possible archeologic sites in the area would have to be obtained from the Statewide Archeological Survey at the University of Montana in Missoula. We mentioned the pictographs at Painted Rocks to Dick Howell. They are located in Section 22, T25N-R20W and are apparently on private land and accessible only by lake.

The only site that is listed in the state Historic Preservation Plan that is anywhere near the project area is the Frank Linderman House (a famous author) which is south of Lakeside in Flathead County. There may, of course, be several archeologic sites in the area unknown to us, but the Statewide Archeological Survey would have that kind of information.

Mr. Paul R. DeVinc, Chief  
Department of Highways  
Helena, Montana 59601  
Page Two

March 20, 1974

If we can be of any further assistance in this matter, do not hesitate to contact Ash Roberts or me.

Sincerely,



Wesley R. Woodgerd  
Director

WRW:ACR:op



THOMAS F. JUDGE  
GOVERNOR

STATE OF MONTANA  
DEPARTMENT OF HIGHWAYS

HELENA, MONTANA 59001

H. J. ANDERSON  
DIRECTOR OF HIGHWAYS

March 19, 1974

IN REPLY REFER TO:  
0026:PRD

Mr. Joe Egan  
Department of Fish and Game  
Sam W. Mitchell Building  
Helena, Montana 59601

Dear Mr. Egan:

The Montana Department of Highways is presently considering improvement of U.S. 93 in Lake County, Montana. These improvements will take place within a corridor area from the community of Elmo north to the Lake-Flathead County Line. (Refer to attached map) Several alternative route locations have been selected through the U.S. 93 corridor area by our Engineering Division. Each of these alternative route locations are to be analyzed relative to environmental, social, economic, and land use impacts to the Flathead Lake West Shore area. Forthcoming from the alternative route analysis will be a draft environmental impact statement for public and government agency review.

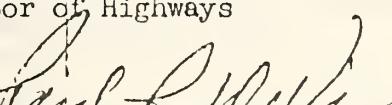
In order to determine U.S. 93 project impacts relative to wildlife characteristics we would like, if possible, to obtain any project area data with respect to wildlife species present, migration routes, range locations and potential areas of external vehicular-wildlife conflicts. Hopefully much of this information is readily available. If we can be of any assistance in providing more detailed maps just give us a call.

Any consideration or assistance given this request would be most appreciated.

Very truly yours,

H. J. ANDERSON  
Director of Highways

By

  
Paul R. DeVine, Chief  
Planning and Research

**(Reply Received)**

GEORGE VUCANOVICH, CHAIRMAN  
HELENA

PRD:RH:cv  
Enclosure

G.R. COONEY  
NOTIC

- 141 -

P. L. BACHELIER  
BILLINGS

JAY L. LONDE  
SIXTY



# STATE OF MONTANA

## DEPARTMENT OF

### FISH AND GAME

Helena, Montana 59601

March 22, 1974

Mr. H. J. Anderson, Director of Highways  
Montana Department of Highways  
Highway Building  
Helena, Montana 59601

Re: 0026:PRD

Attn: Paul R. DeVine, Chief - Planning and Research

Dear Sir:

We offer the following concerning improvement of U. S. 93 in Lake County (Elmo-Lake/Flathead County lines).

The area on the map outlined in green pencil west of the lake and extending from the Flathead-Lake County line to the Flathead Indian Reservation line north of Dayton encompasses most all of the winter range for white-tailed deer, a few small elk bands, and a small population of mule deer.

If the area from the present road (outlined in red) and the green boundary is the area to receive the new route for Highway 93, then any new road location could bisect the winter ranges of the above species.

This has been a high risk area for deer-car collisions for a long time. The present highway loss is high compared to many areas because it is used year-round by white-tailed deer. Any new road would also be detrimental because it would no doubt be a higher speed road than the existing highway. Any change in road location could also eliminate ground presently producing forage for game, especially white-tailed deer.

Deer have been killed on the highway from the hill north of Dayton to the Flathead County line. No one place appears to be worse than others; the only places they are not killed is within the deep cuts which make crossing impossible. Few deer, if any, are killed from Dayton to Elmo on the reservation because of the lack of timber along the road.

Sincerely,

WESLEY R. WOODGERD  
STATE FISH AND GAME DIRECTOR

*Wynn G. Freeman by Egan.*

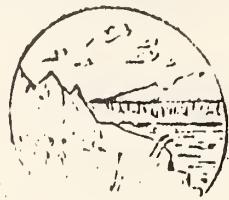
By: Wynn G. Freeman, Administrator  
Game Management Division

WGF:mm

Enc. Map

cc: Region 1 Office

THOMAS J. DODD  
GOVERNOR



STATE OF MONTANA  
DEPARTMENT OF HIGHWAYS

HELENA, MONTANA 59601

H. J. ANDERSON  
DIRECTOR OF HIGHWAYS

March 19, 1974

IN REPLY REFER TO  
0026:PRD

Doctor Floyd Sharrock  
Statewide Archaeological Survey  
University of Montana  
Missoula, Montana 59801

Dear Doctor Sharrock:

The Montana Department of Highways is presently considering improvement of U.S. 93 in a corridor area from Elmo North to the Lake-Flathead County Line. (See attached map) Several alternative route locations have been selected through the U.S. 93 corridor area. Each of these alternative route locations are to be analyzed in light of environmental, social, economic and land use impacts to the Flathead Lake West Shore Area. Forthcoming from the alternative route analysis will be Environmental Impact Statement for public and government agency review.

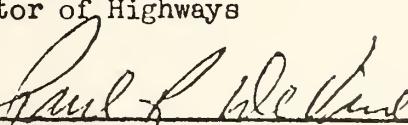
In order to determine and analyze U.S. 93 project impacts relative to historic and archaeological values we would like, if possible, to obtain any project area data with respect to historic and archaeological sites, history and plans for restoration including exhibition facilities. Hopefully much of the information is readily available.

Any consideration or assistance given this request would be most appreciated.

Very truly yours,

H. J. ANDERSON  
Director of Highways

By

  
Paul R. DeVine, Chief  
Planning and Research Bureau

*(Reply Received)*

PRD:RH:cv  
Enclosure

GEORGE VUCANOVICH, CHAIRMAN  
HELENA

Wm. M. KELLOGG, VICE CHAIRMAN  
BLACKFOOT

G. R. COONEY  
BUTTE

- 143 -

P. L. BACHELLER  
BILLINGS

JAY LA LONDE  
SIDNEY

Dick Howell

---

DEPARTMENT OF ANTHROPOLOGY

University of Montana  
Missoula, Montana 59801  
(406) 243-0211

April 2, 1974

Paul R. DeVine, Chief  
Planning and Research Bureau  
State of Montana  
Department of Highways  
Helena, Montana 59601

Re: 0026:PRD

Dear Sir:

In reply to your letter of 19 March concerning the improvement of US Highway 93, I am enclosing a list of sites on or near the present highway right of way.

Aside from these specific sites, informants in our department indicate that this area is a site rich area, and it is likely that there are many sites as yet unrecorded. Improvement of the highway in this area may indeed endanger either known or as yet unknown sites.

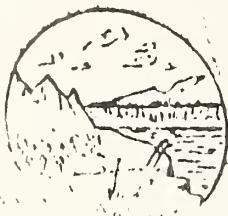
Sincerely yours,

*Floyd W. Sharrock*  
Floyd W. Sharrock  
Director  
Statewide Archaeological Survey

FWS:drcc  
Enclosure

24LA11 Burial near Dayton  
24LA12 Burial near Rollins  
24LA1001 Occupation site: Mouth of Dayton Creek  
24LA1002 Occupation site: 1/2 mile upstream on Dayton Creek  
24LA1003 Occupation site: 1 mile upstream on Dayton Creek  
24LA1004 Burials Between Elmo and Dayton  
24LA1005 Burial near Dayton  
24LA1006 Pictographs between Rollins & Dayton  
24LA1007 Rock shelters near 24LA1006  
24LA1008 Occupation site at Elmo  
24LA1011 Vision quest structure on Chief Cliff  
24LA1012 Rock alignment 2 miles Northwest of Elmo  
24LA1013 Pictographs at Base of Chief Cliff  
24LA1015 Battle pits North of Elmo  
24LA1016 Battle pits North of Elmo  
24LA1026 Pictographs, Painted Rocks North of Rollins

Other sites undoubtedly exist in this area although they have yet to be recorded.



STATE OF MONTANA  
DEPARTMENT OF HIGHWAYS

HELENA, MONTANA 59601  
April 10, 1974

H. J. ANDERSON  
DIRECTOR OF HIGHWAYS

IN REPLY REFER TO  
0026:PRD

Mr. George Moon  
Flathead Irrigation Project  
St. Ignatius, Montana 59865

Dear Mr. Moon:

The Montana Department of Highways is presently considering improvement of U.S. 93 in Lake County, Montana. These improvements will take place within a corridor area from the community of Elmo North to the Lake-Flathead County Line. (Refer to attached map) Several alternate route alignments have been selected through the U.S. 93 corridor area by our Engineering Division. Each of these alternate route alignments will be analyzed relative to environmental, social, economic, and land use impacts to the Flathead Lake West Shore Area. Forthcoming from the alternate route analysis will be a Draft Environmental Impact Statement for public and government agency review.

In an effort to minimize U.S. 93 improvement impacts to irrigation and power transmission facilities it was suggested we contact your office. The Planning and Research Bureau would like to obtain any information relative to irrigation or power transmission facilities either existing or proposed within the Elmo-Dayton area. Should any facilities be located or proposed to be constructed within the area please indicate the general layout on the attached map in red pencil and return it to our office along with any comments you may have.

Any consideration or assistance given our request would be most appreciated.

Very truly yours,

H. J. ANDERSON  
Director of Highways

By

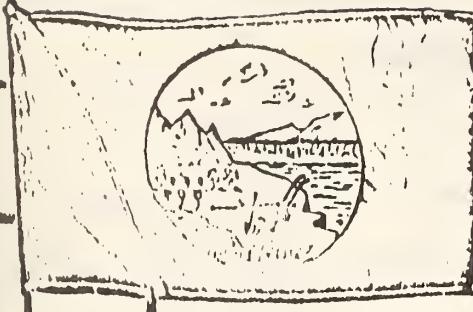
Paul R. DeVine, Chief  
Planning and Research Bureau

(No Reply Received)

GEORGE VUCANOVICH, CHAIRMAN  
HELENA

PRD:RH:cv  
Attachments 1

THOMAS J. JUDGE  
GOVERNOR



STATE OF MONTANA  
DEPARTMENT OF HIGHWAYS

HELENA, MONTANA 59601

H. J. ANDERSON  
DIRECTOR OF HIGHWAYS

April 10, 1974

IN REPLY REFER TO:  
0026: PRD

Mr. Fred J. Houle, Tribal Secretary  
Flathead Indian Agency  
Dixon, Montana 59831

Dear Mr. Houle:

The Montana Department of Highways is presently considering improvement of U.S. 93 in a corridor area from Elmo North to the Lake-Flathead County Line. (Refer to Attached Map) Several alternate route alignments have been selected through the U.S. 93 corridor area by our Engineering Division. Each of these alternate route alignments are to be analyzed in light of environmental, social, economic and land use impacts to the Flathead Lake West Shore Area. Forthcoming from the alternate route analysis will be a Draft Environmental Impact Statement for public and government agency review.

In an attempt to coordinate and prevent possible conflict with any Flathead Indian Reservation planning efforts the Planning and Research Bureau would like to obtain any information relative to proposed residential, commercial, industrial, agricultural, recreational, community facility or utility projects being considered by the Flathead Indian Agency. Possible examples include land use plans, housing projects, new subdivisions, water and sewer projects, irrigation projects, parks and recreation areas, cultural centers, hospitals, churches, schools, commercial shopping facilities and industrial development. Of primary concern is the Elmo-Dayton area. Should any projects be proposed within this area please indicate the general layout of the proposed facilities on the attached map in red pencil and return to our office along with any data or comments you may have. Should the map be insufficient for your needs please contact me.

- Any consideration or assistance given our request would be most appreciated.

Very truly yours,

H. J. ANDERSON  
Director of Highways

By

Paul R. DeVine, Chief

Planning and Research Bureau

GEORGE VUCANOVICH, CHAIRMAN

HELENA

(Reply Received)

P. L. BACHELLER  
BILLINGS

PRD:RH:cv  
Attachment 1

G. R. COONEY  
BUTTE

Wm. M. KELLY, VICE CHAIRMAN  
IN ASH FALCON

- 147 -

JAY LA LONDE  
SIDNEY



## THE CONFEDERATED SALISH AND KOOTENAI TRIBES OF THE FLATHEAD RESERVATION

DIXON, MONTANA 59831

Harold W. Mitchell, Jr. Chairman  
E. W. Morganau, Vice Chairman  
F. J. Houle, Jr., Secretary  
Ruby M. Christopher, Treasurer  
A. Henry Burland, Sergeant at Arms

### TRIBAL COUNCIL MEMBERS

Patrick H. LeftHand  
Robert A. McCrea  
Joseph F. McDonald  
John E. Malatara  
Harold W. Mitchell, Jr.  
E. W. Morganau  
Thomas E. Pablo  
Victor L. Stinger  
Thomas (Bearhead) Swaney  
Fred Whitworth

May 9, 1974

Mr. Paul R. DeVine  
Planning & Research Bureau  
Department of Highways  
Helena, Montana 59601

Dear Mr. DeVine:

The Tribes have no plans for or any of the proposed routes for highway 93, to the Flathead County line. In the event that one of the routes does cross tribal land. I'm sure a right-of-way can be negotiated.

It is possible that one of the routes may cross several unmarked graves in the area, as this has been some of the land occupied by the Kootenai people. We would like to see your plan take into account and recommended a way to remove all graves discovered.

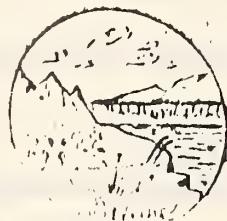
If you have any questions, please contact the Tribal Office.

Sincerely yours,

CONFEDERATED SALISH & KOOTENAI TRIBES

*Camille E. Matt*  
Camille E. Matt  
Tribal Realty Specialist

ah



STATE OF MONTANA  
DEPARTMENT OF HIGHWAYS

HELENA, MONTANA 59601

H. J. ANDERSON  
DIRECTOR OF HIGHWAYS

April 10, 1974

IN REPLY REFER TO  
0026:PRD

Public Health Service  
U.S. Government  
St. Ignatius, Montana 59865

Dear Sir:

The Montana Department of Highways is presently considering improvement of U.S. 93 in Lake County, Montana. These improvements will take place within a corridor area from the community of Elmo North to the Lake-Flathead County Line. (Refer to Attached Map) Several alternate route alignments have been selected through the U.S. 93 corridor area by our Engineering Division. Each of these alternate route alignments are to be analyzed relative to environmental, social, economic, and land use impacts to the Flathead Lake West Shore Area. Forthcoming from the alternate route analysis will be a Draft Environmental Impact Statement for public and government agency review.

In an attempt to determine local community facility and utility planning projects on the Flathead Indian Reservation it was suggested we contact your office. The Planning and Research Bureau would like to obtain any information relative to water and sewer facilities either existing or proposed in the communities of Elmo or Dayton as well as any other facilities that may be planned within this general area. Should any existing or proposed projects be located within this area please indicate the general layout of the facilities on the attached map in red pencil and return it to our office along with any comments you may have.

Any consideration or assistance given our request would be most appreciated.

Very truly yours,

H. J. ANDERSON  
Director of Highways

By

Paul R. DeVine, Chief  
Planning and Research Bureau

PRD:RH:cv  
Attachment 1

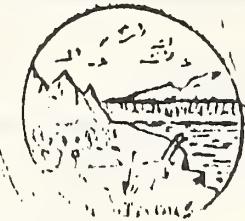
GEORGE VUCANOVICH, CHAIRMAN  
HELENA

W.M. KELLOGG, CHAIRMAN  
BLACKFOOT

G.R. COONEY  
MUTTE

- 149 -

(No Reply Received)  
P.L. BACHELLER  
BILLINGS  
JAY LA LONDE  
SIDNEY



STATE OF MONTANA  
DEPARTMENT OF HIGHWAYS

HELENA, MONTANA 59601

April 11, 1974

H. J. ANDERSON  
DIRECTOR OF HIGHWAYSIN REPLY REFER TO  
0026:PRD

Mr. Floyd W. Sharrock, Director  
Statewide Archaeological Survey  
University of Montana  
Missoula, Montana 59801

Dear Mr. Sharrock:

Thank you for your letter of April 2, 1974 concerning archaeological sites within the Elmo-Rollins Area. Our Engineering Division has provided the Planning and Research Bureau with an aerial map of the Elmo-Rollins project indicating proposed alignments for study. I am forwarding a copy of this map at a scale of 1" = 2000'  $\pm$  in hopes that the sites indicated by your department could be more specifically located. Just mark the map up in red pencil and return to our office.

Your assistance in this matter is certainly appreciated.

Very truly yours,

H. J. ANDERSON  
Director of Highways

By \_\_\_\_\_  
Paul R. DeVine, Chief  
Planning and Research Bureau

PRD:RH:cv  
Enclosure

(Reply Received)

GEORGE VUCANOVICH, CHAIRMAN  
HELENA

W. M. KELLY, VICE CHAIRMAN  
MONT. STATE

G. R. COONEY  
BUTTE

- 150 -

P. L. BACHELLER  
BILLINGS

JAY L. LOND  
SIOUX

DEPARTMENT OF ANTHROPOLOGY

University of Montana  
Missoula, Montana 59801  
(406) 243-0211

May 10, 1974

Mr. Paul R. DeVine, Chief  
Planning and Research Bureau  
Montana Department of Highways  
Helena, Montana 59601

Re: 0026:PRD

Dear Mr. DeVine:

Enclosed, find the aerial of the Elmo-Rollins Project with known sites located as precisely as was possible.

Sincerely yours,

*Floyd W. Sharrock*  
Floyd W. Sharrock  
Chairman,  
Anthropology

FWS:sg  
Enclosure

April 11, 1974

Richard A. Howell, Land Planner  
Planning and Research Bureau  
Department of Highways  
Hustad Center  
Helena, Montana 59601

Mr. Don Corrigan  
County Commissioner  
Lake County Courthouse  
Polson, Montana 59860

Dear Mr. Corrigan:

My discussion with you last week concerning possible realignment of U.S. 93 within the Elmo-Rollins Area was very enlightening. I passed your comments on to the District Engineer in Kalispell and to the Pre-Construction Engineer working on the project here in Helena.

Concerning evaluation of possible land use impacts a few questions came to mind after leaving your office and are included as follows:

- (1) Are there any plans for further consolidation (bussing to another school) or either or both the Dayton and Rollins Elementary Schools? Are both schools utilized at the present time?
- (2) Relative to parks, are there any other legally established or areas used for park purposes within the Elmo-Rollins corridor area other than Montana Fish and Game sites?
- (3) With respect to Cemetaries, are there any other cemetary facilities located within the Elmo-Rollins corridor area other than the Indian Cemetary located just west of Dayton?
- (4) Have any land use plans been prepared for or include the Dayton Rollings area?
- (5) Is there any zoning regulations covering the Rollins Area? If so could I obtain a copy of the map and regulations? I would be happy to make arrangements for any reproductions at our office.

Attached is a map for your convenience to be marked up preferably in red pencil. Please return the map along with any comments you may

April 11, 1974  
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have to:

Richard A. Howell, Land Planner  
Planning and Research Bureau  
Department of Highways  
Hustad Center  
Helena, Montana 59601

Any assistance or consideration you could give my request would be most appreciated.

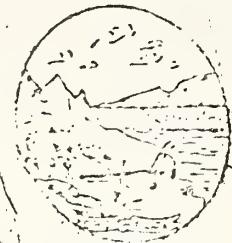
Very truly yours,

Richard A. Howell  
Richard A. Howell

RAH:cv  
Attachment 1

(No Reply Received)

THOMAS L. JUDGE  
GOVERNOR



STATE OF MONTANA  
DEPARTMENT OF HIGHWAYS

HELENA, MONTANA 59601

H. J. ANDERSON  
DIRECTOR OF HIGHWAYS

February 7, 1975

REPLY REFER TO:  
0026:PRD

Mr. John Newman, Planner  
Economic Development Administration  
The Confederated Salish and Kootenai  
Tribes of the Flathead Reservation  
Dixon, Montana 59831

Dear Mr. Newman:

The Montana Department of Highways is presently considering improvement of U.S. 93 in a corridor area commencing just north of Elmo and terminating near the Lake - Flathead County Line. (Please refer to the attached autoscreen map). Several alternate route alignments have been selected through the U.S. 93 corridor area by our Engineering Division of which two appear to involve Indian lands. A preliminary draft environmental impact statement has been prepared, however, lacking is the identification of social, economic and environmental effects the proposed highway projects F 191 (15) and F191 (30) Elmo-Rollins and Flathead County Line South would have on the Flathead Indian Reservation and its people. It is our hope in talking with Merle Lucas of the State Department of Inter-governmental Relations that we could obtain your assistance in the identification of these social, economic and environmental impacts as they relate to the feelings and cultural values of the Confederated Salish and Kootenai Tribes of the Flathead Reservation. These impacts may be either of a beneficial or detrimental nature.

Attached is a copy of our Right-of-way Sections report pointing out involvement of Indian lands.

Also attached for your convenience are possible considerations that might be used in identifying social, economic and environmental impacts. Previous correspondence we have had with the Flathead Reservation relative to the proposed projects is also included.

Any assistance you could give us in this matter would be most appreciated.

GEORGE VUCANOVICH, CHAIRMAN

W. T. KESNER, VICE CHAIRMAN

G. R. COONEY  
SUITZ

P. L. BACHELLER  
BILLINGS

JAY L. COOPER  
COTTER

Mr. John Newman, Planner  
Page 2  
February 7, 1975

Should there be any questions concerning this request please feel free to contact Richard Howell of our office. (Telephone number 449-2564)

Yours truly,

H. J. ANDERSON  
Director of Highways

By Paul R. DeVine  
Paul R. DeVine, Chief  
Planning and Research Bureau

PRD:RH:tlt

Attachments

(Reply Received)



# THE CONFEDERATED SALISH AND KOOTENAI TRIBES OF THE FLATHEAD RESERVATION

*Dirk Howell*  
(406) 246-3595

DIXON, MONTANA 59831

Harold W. Mitchell, Jr., Chairman  
E. W. Morieau, Vice Chairman  
F. J. Houle, Jr., Secretary  
Ruby M. Christopher, Treasurer  
Homer Courville, Sergeant at Arms

TRIBAL COUNCIL MEMBERS

William J. Ely, Jr.  
Patrick H. Lefthand  
Robert A. McCrea  
John E. Malatare  
Harold W. Mitchell, Jr.  
E. W. Morieau  
Thomas E. Pablo  
Victor L. Stinger  
Thomas (Bearhead) Swaney  
Fred Whitworth

April 17, 1975

Paul R. De Vine  
Planning and Research Bureau  
Department of Highways  
Helena, Montana 59601

Dear Mr. De Vine,

The Confederated Salish and Kootenai Tribes have a suggestion for the new proposed highway project F 191 (15). It is our suggestion that you use alternate 3. The reason for this suggestion is that Tribal lands and allotted lands are very limited. The value of these lands whether it is marginal or sub-marginal is treasured. So, therefore, we must ask that you avoid all trust lands if possible.

In your future planning of roads we suggest that you try to avoid any and all trust lands. If you have any questions, please contact this office.

Sincerely,

CONFEDERATED SALISH & KOOTENAI TRIBES

*Camille E. Matt*

Camille E. Matt  
Tribal Realty Specialist

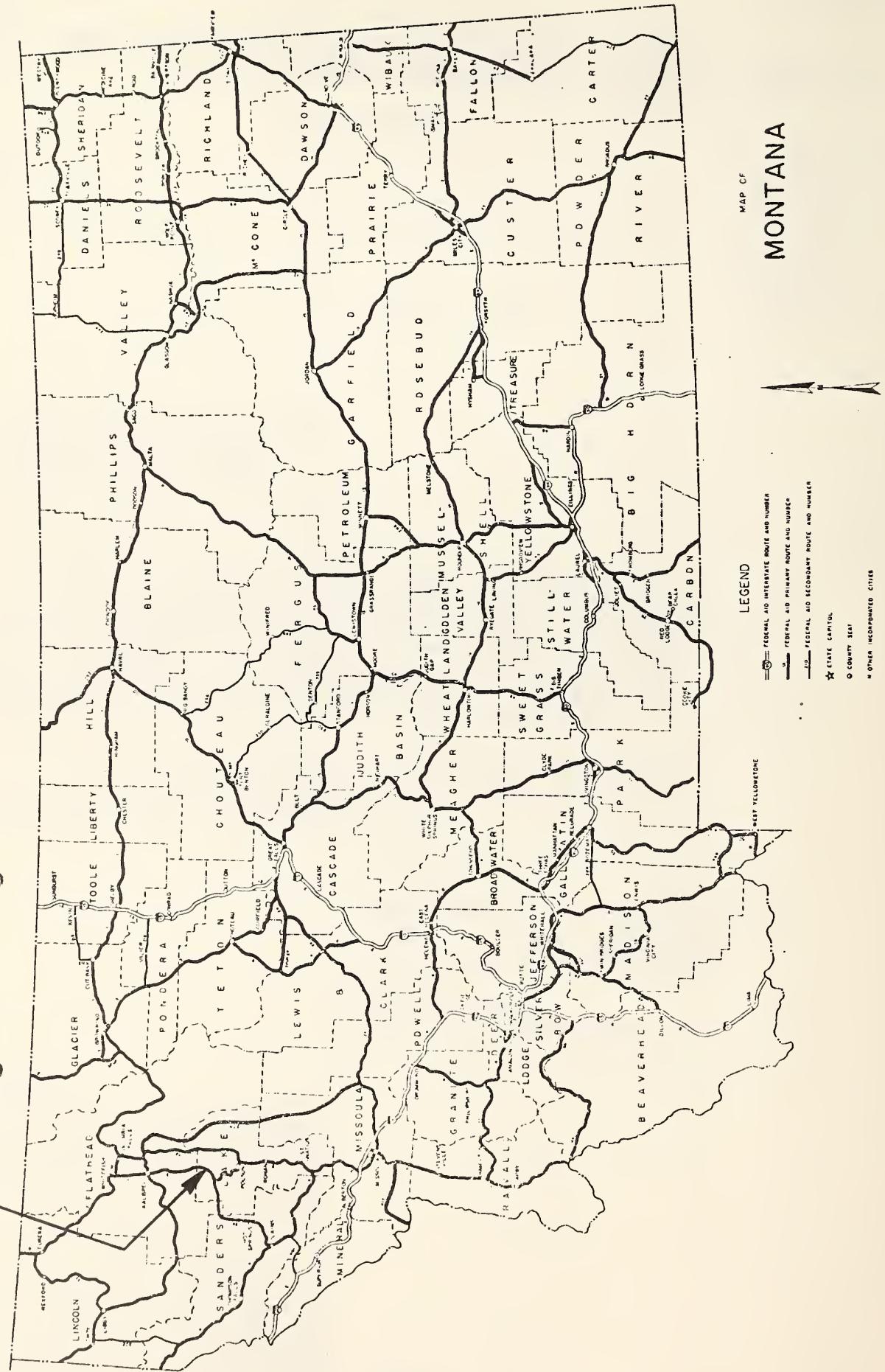
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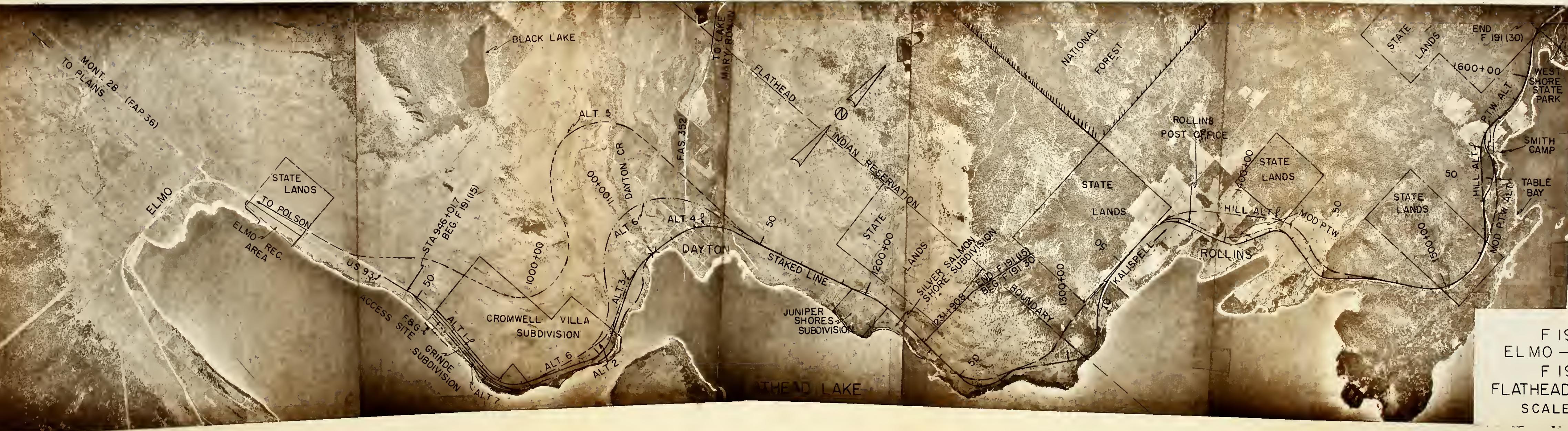
*7-29-75*

Date Recd. Preconst.	Initial	Info	Act
MAIL ROUTE	Attach		
30	1		
30 East. Section 128			
31 Conf. 111, 112			
32 Loc. Road Design			
33 Environmental			
34 Hydraulic			
35 Surface Design			
35 Photogrammetry			
36 Traffic			
37 Pub. Hearing			
38 Sec. - Urban			
39 Consultant Design			
		File	

VIII. EXHIBITS

## Subject Project





F 191 (15)  
ELMO — ROLLINS  
F 191 (30)  
FLATHEAD CO LINE SO.  
SCALE = 1" = 2000' ±



